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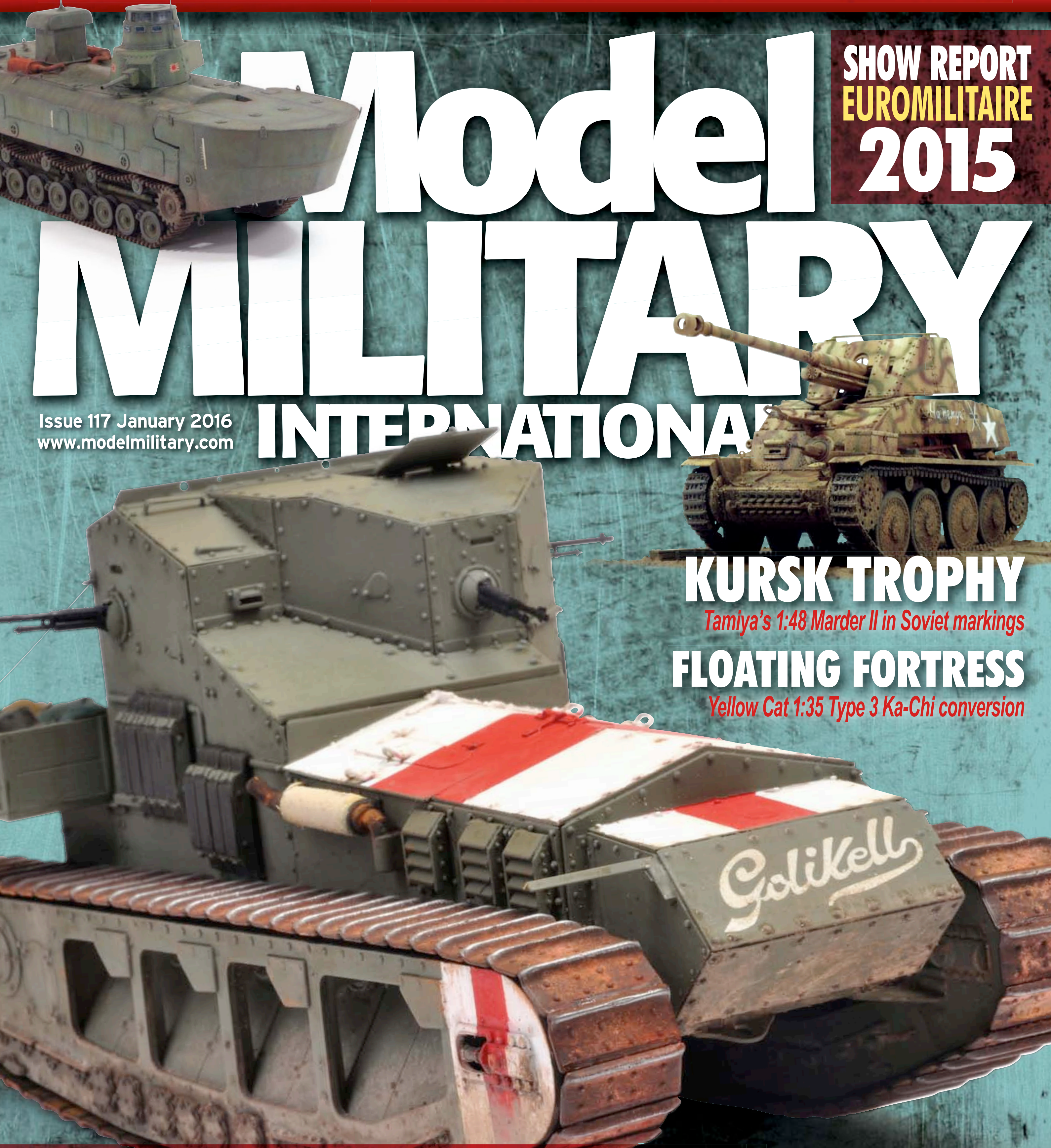

Model MILITARY INTERNATIONAL

Issue 117 January 2016
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KURSK TROPHY

Tamiya's 1:48 Marder II in Soviet markings

FLOATING FORTRESS

Yellow Cat 1:35 Type 3 Ka-Chi conversion

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Newsline - January 2016

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Thanks to The Airbrush Company for the information and images.

BOLTON IPMS SCALE MODEL SHOW 2016

Bolton IPMS Scale Model Show 2016 will be taking place on Sunday 17 January, 2016.
The theme for the 2016 show is 'Not Quite Right'!
The show will be held at St Joseph's RC High School, Chorley New Road, Horwich, Nr. Bolton BL6 6HW (Just off Junction 6 of the M61).
The show runs from 10:00 - 16:00.
As usual, there will be a good mix of Traders, Club and SIG displays.
Prices for the show are as follows:
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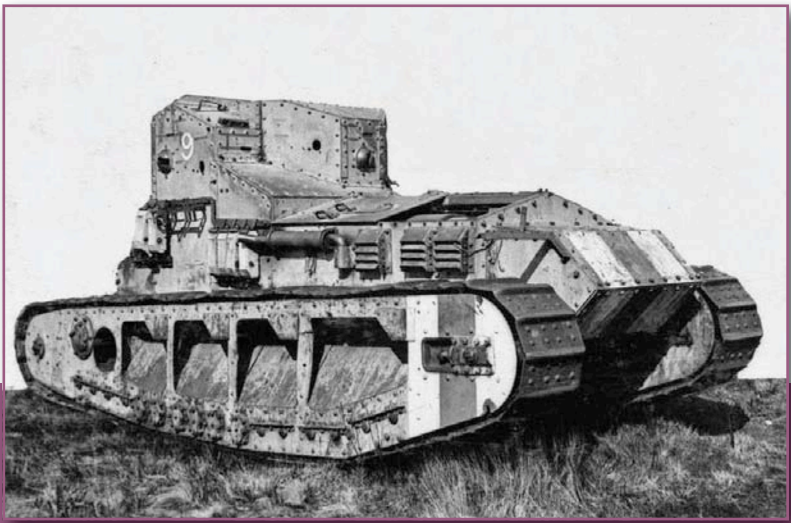


A summary of the development and deployment of the Mark A Whippet Medium Tank.

WWI WHIPPET TANK

The Medium Mark A Whippet was a British tank of the First World War. It was intended to complement the slower British heavy tanks by using its relative mobility and speed in exploiting any break in the enemy lines. Whippets later took part in several of the British Army's postwar actions, notably in Ireland, North Russia and Manchuria.

DEVELOPMENT AND PRODUCTION HISTORY

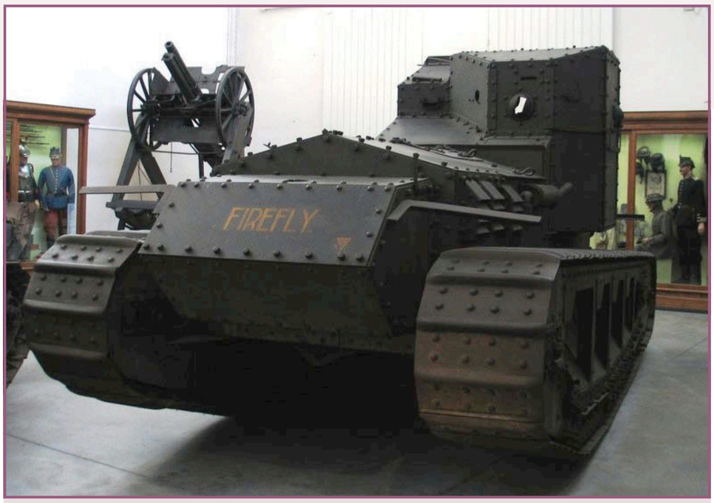
The Whippet was first produced in 1917. On 3 October 1916 William Tritton, about to be knighted for developing the Mark I, proposed to the Tank Supply Department that a faster and cheaper tank, equipped with two engines like the Flying Elephant, should be built to exploit gaps that the heavier but slow tanks made, an idea that up till then had been largely neglected. This was accepted on 10 November and approved by the War Office on 25 November. At that time the name for the project was the Tritton Chaser. Traditionally the name Whippet is attributed to Sir William himself. Actual construction started on 21 December. The first prototype, with a revolving turret taken from an Austin armoured car – the first for a British tank design, as Little Willie's original turret was not yet revolving – was ready on 3 February 1917 and participated (probably without one) in the famous "tank trials day" at Oldbury on 3 March. The next day, in a meeting with the French to coordinate allied tank production, the Commander-in-Chief of the British forces Field Marshal Haig ordered the manufacture of two hundred vehicles, the first to be ready on 31 July. Although he was acting beyond his authority, as usual, his decisions were confirmed in June 1917. The first production tanks left the factory in October and two were delivered to the first unit to use them, F Battalion of the Tank Corps (later 6th Battalion), on 14 December 1917. In December 1917 the order was increased from 200 to 385, but this was later cancelled in favour of more advanced designs.

DESCRIPTION

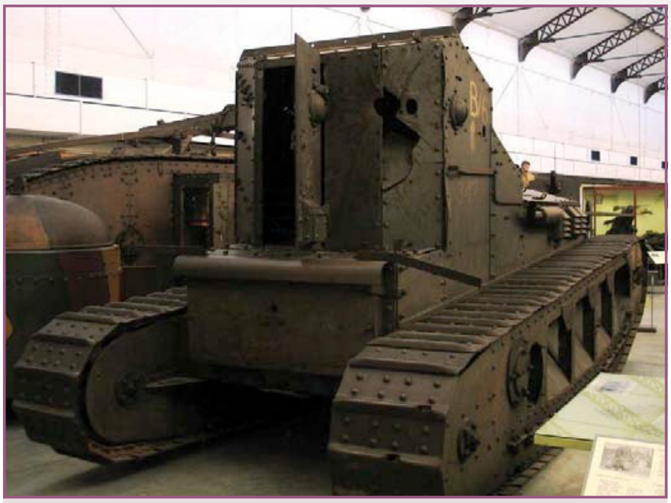
The Whippet was intended for fast mobile assaults. Although the track design appears more modern than the British Tanks Mark I to V, it was directly derived from Little Willie, the first tank prototype, and was unsprung. The crew compartment was a fixed, polygonal turret at the rear of the vehicle, and two engines of the type used in contemporary double-decker buses were housed in the forward compartment, driving one track each.

STEERING

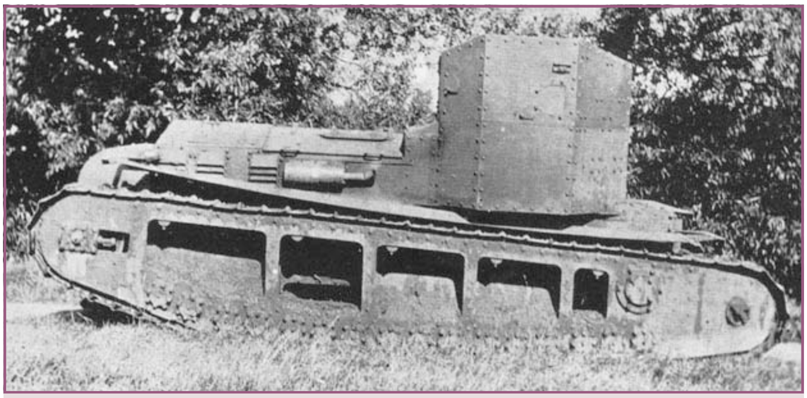
When driving in a straight line the two engines were locked. Turning the steering wheel gradually closed the throttle for the engine of one track and opened the throttle for the engine driving the other. The two engines were joined at their cross-shafts, from which the final



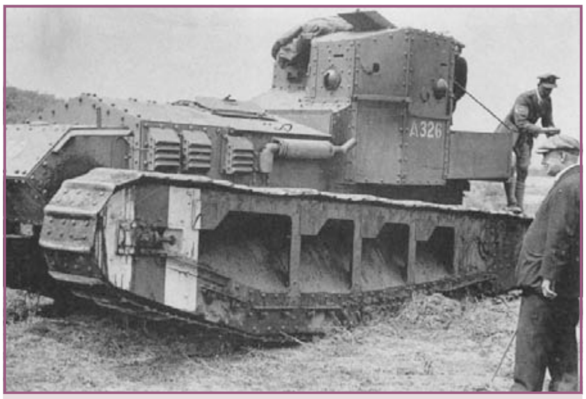
Whippet “Firefly” of F Battalion in The Museum of the Army in Brussels wearing its original colours.



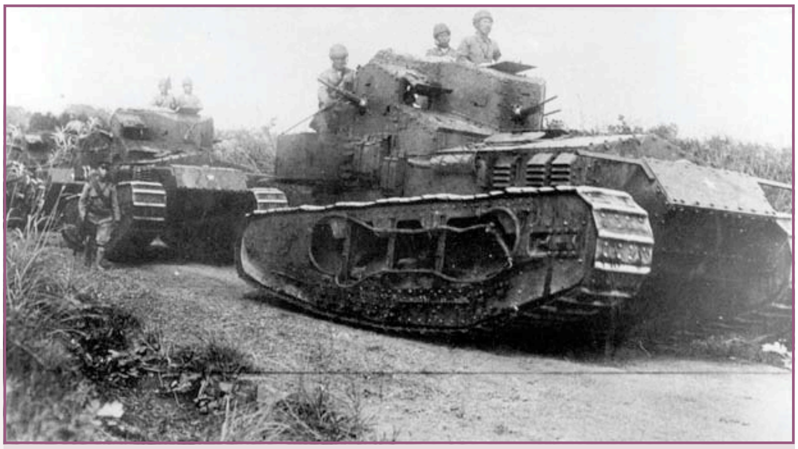
Rear of A347, Royal Museum of the Army, Brussels



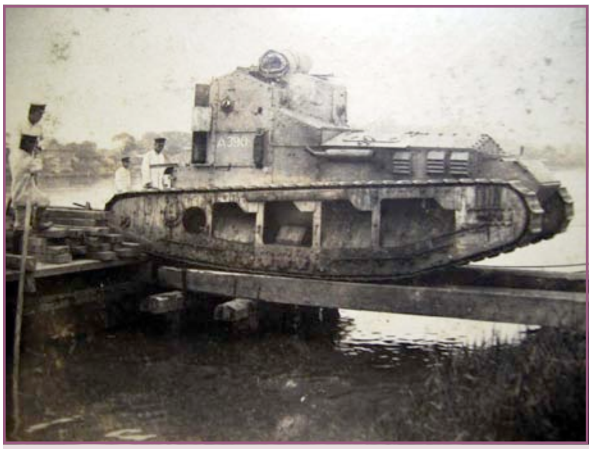
An early production Whippet. The vehicle is unarmed at this stage.



Whippet A326. This vehicle features the prominent red-white-red tactical markings.



Japanese Whippets in Manchuria, early 1930s.



Whippet A390 in Japanese service.

drive to the tracks was by chains to sprockets on either side. When steering the clutches joining the cross-shafts were released, one engine sped up while the other slowed down, the turn being on the side opposite to that of the faster running engine. The steering effect could be increased by use of the brakes on one engine or another. This arrangement had the advantage over that of earlier tanks of being controlled by one man only, but called for great skill on the part of the driver, because one or both of the engines could be stalled if care was not exercised. Although in theory a simple solution to give gradual steering, in practice it proved impossible to control the speeds of the engines, causing the vehicle to take an unpredictable path. Drivers grew wary and stopped the vehicle and locked one track before every turn; this caused many track breaks, as the movement became too abrupt.

OTHER FEATURES

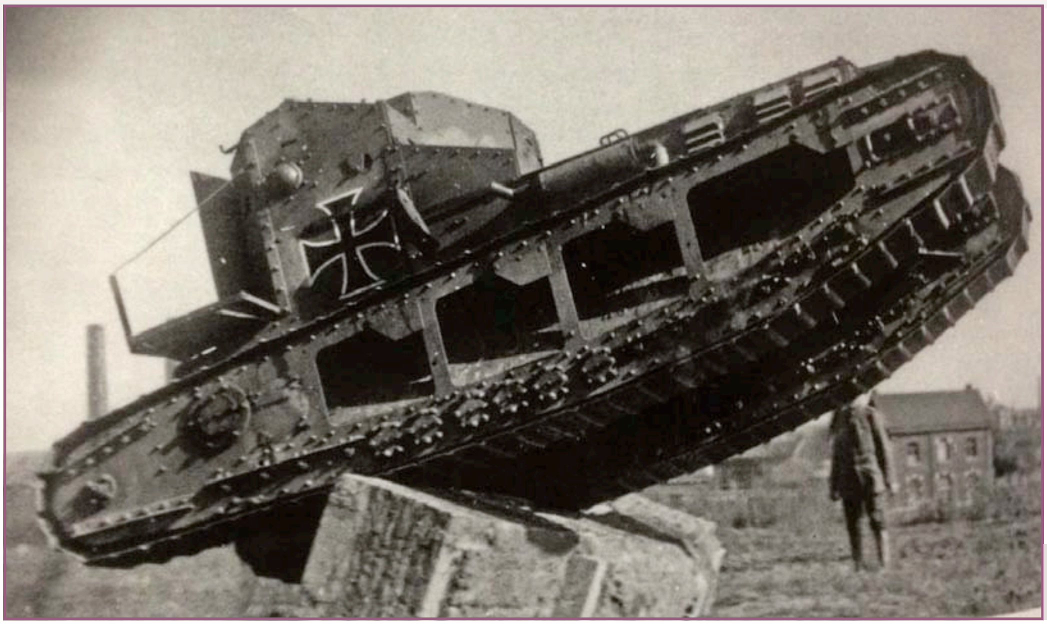
The fuel tank was in the front of the hull. The sides featured large mud chutes which allowed mud falling from the upper treads to slide away from the tank, instead of clogging the track plates and rollers.

ARMAMENT

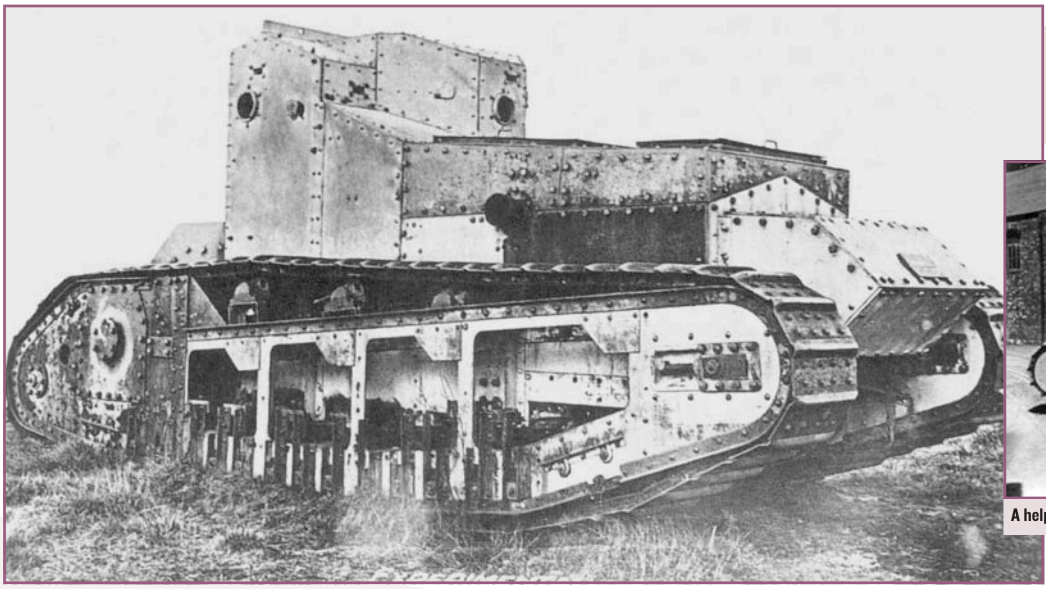
Armament was four 0.303 in Hotchkiss Mk 1 machine guns, one covering each direction. As there were only three crewmen, the gunner had to jump around a lot, though often assisted by the commander. Sometimes a second gunner was carried in the limited space, and often a machine gun was removed to give more room, as the machine guns could be moved from one mounting position to another to cover all sides.

VARIANTS

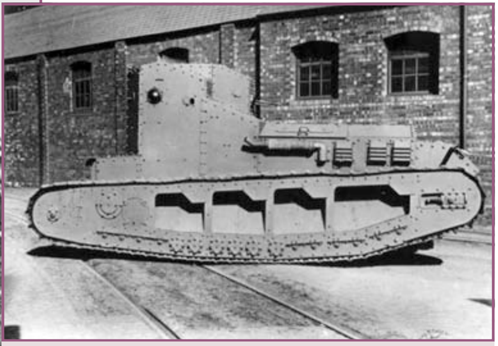
Major Philip Johnson, the unofficial head of Central Tank Corps Workshops in France, as soon as he received them began fitting one of the Whippets with leaf springs. Later, in 1918, he fitted this vehicle with sprung track rollers, Walter Gordon Wilson's epicyclical transmission from the Mark V and a 360 hp V12 Rolls-Royce Eagle aero-engine. A top speed of about 30 mph (48 km/h) was reached. This project made Johnson the best qualified man to develop the later fast Medium Mark D, which looks like a reversed Medium A. ▶



A Whippet captured by the German Army. These were never used in combat, but a number were employed by the Freikorps in 1919.



The fast Whippet-Mark V hybrid constructed by Johnson. Modifications included included the addition of leaf springs to the suspension and later the substitution of a Rolls-Royce 360hp aero engine for the Tylor engines resulting in a new top speed of 30 mph.



A helpful profile view of an unarmed Whippet.

Other experiments included the fitting of a large trailing wheel taken from an old Mark I tank and attaching a climbing tail, in both cases attempts to increase trench-crossing ability.

For a time it was assumed that after the war some Whippets were rebuilt as armoured recovery vehicles, but this was not the case.

The Medium Mark B, a completely different design by Wilson, also had the name "Whippet". For a time it was common to describe any of the lighter tank designs as a Whippet, even the French Renault FT. It had become a generic name.

The German Leichter Kampfwagen – developed from December 1917 – being also a turret-less tank with the engine in front resembled the Whippet, but was a smaller vehicle with thinner armour.

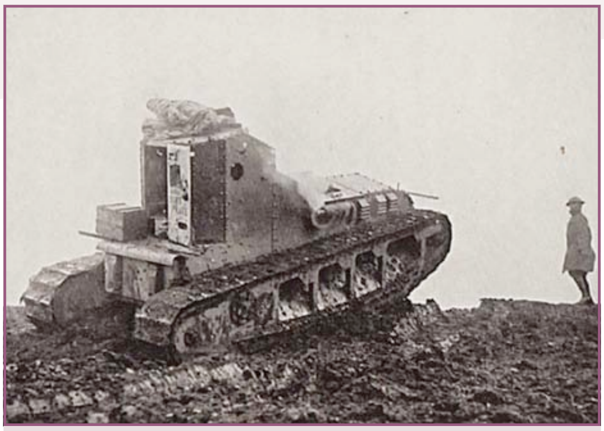
COMBAT HISTORY

Whippets arrived late in the First World War, at a time when the entire British Army, crippled by the losses in Flanders, was quite inactive. They first went into action in March 1918, and proved very useful to cover the flight of the infantry divisions recoiling from the German onslaught during the Spring Offensive. Whippets were then assigned to the normal Tank Battalions as extra "X-companies" as an expedience. In one incident near Cachy, a single Whippet company of seven tanks wiped out two entire German infantry battalions caught in the open, killing over 400. That same day, 24 April, one Whippet was destroyed by a German A7V in the world's second tank battle, the only time a Whippet fought an enemy tank.

However, British losses were so high that plans to equip five Tank Battalions (Light) with 36 Whippets

Troops passing Whippet No. A273 in France, 1918.

British troops washing down a Whippet tank after the Battle of Passchendaele.



Whippet traversing a muddy slope on the Western Front.

Whippets in Russian service.

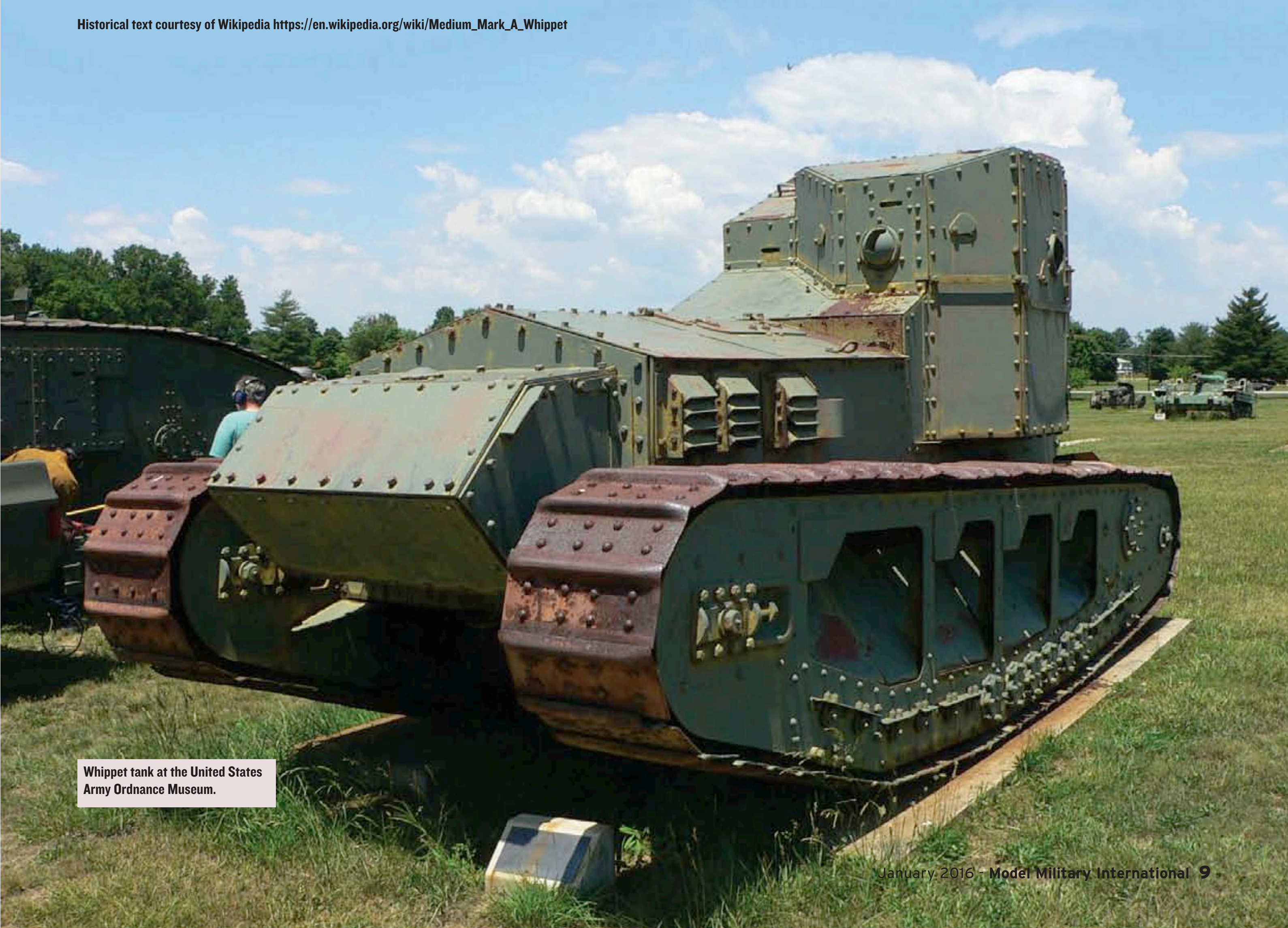
each had to be abandoned. In the end only the 3rd Tank Brigade had Whippets, 48 in each of its two battalions (3rd and 6th TB). Alongside Mark IV and V tanks, they took part in the Amiens offensive (8 August 1918), which was described by the German supreme commander General Ludendorff, as "the Black Day of the German Army". The Whippets broke through into the German rear areas causing the loss of the artillery in an entire front sector, a devastating blow from which the Germans were unable to recover. During this battle, one Whippet – Musical Box – advanced so far it was cut off behind German lines. For nine hours it roamed at will, destroying an artillery battery, an Observation balloon, the camp of an infantry battalion and a transport column of the German 225. Division, inflicting heavy casualties. At one point, cans of petrol being carried on Musical Box's roof were ruptured by small-arms fire and fuel leaked into the cabin. The crew had to wear gas masks to survive the fumes. Eventually, a German shell disabled it. As the crew abandoned the tank, one was shot and killed and the other two were taken prisoner.

The Germans captured fewer than fifteen Whippets, two of which were in running condition. They were kept exclusively for tests and training purpose during the war, but one of them saw action afterwards with the Freikorps in the German Revolution of 1918–1919. The Germans gave them the designation Beutepanzer A.

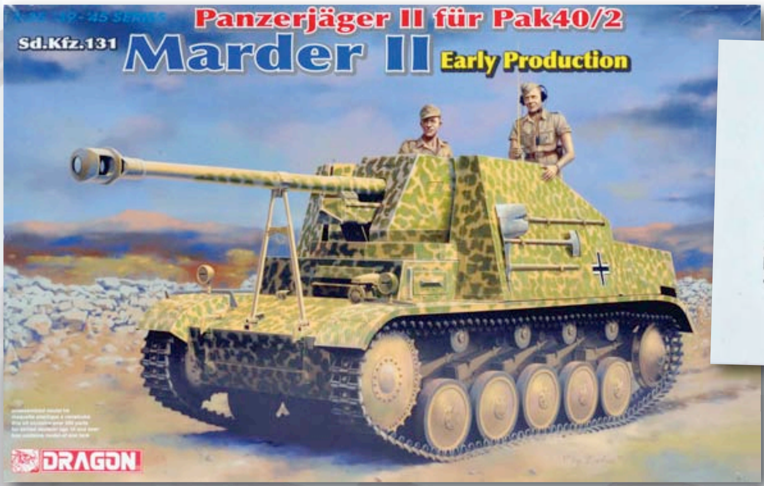
After the war, Whippets were sent to Ireland during the Anglo-Irish War as part of the British forces there, serving with 17th Battalion, Royal Tank Corps. Seventeen were sent with the Expedition Forces in support of the Whites against Soviet Russia. The Red Army captured twelve, using them until the 1930s, and fitted at least one vehicle with a French 37 mm Puteaux gun. The Soviets, incorrectly assuming that the name of the engine was "Taylor" instead of "Tylor" (a mistake many sources still make) called the tank the Tyeilor. A few (perhaps six) were exported to Japan, where they remained in service until around 1930. ■

Interior of Whippet tank at Base Borden Military Museum in Canada

Historical text courtesy of Wikipedia https://en.wikipedia.org/wiki/Medium_Mark_A_Whippet



Whippet tank at the United States Army Ordnance Museum.



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Kit markings are very simple for the two options.

RECYCLED TANK DESTROYER

Brett Green explores the latest arrival in Dragon's 1:35 scale Marder II family, the Sd.Kfz. 131 Early Production.

The Marder II was a German tank destroyer of World War II based on the Panzer II chassis.

The Marder II came in two major versions. The first version (Sd.Kfz. 132) was based on the light Panzer II Ausf. D/E and Flammpanzer II chassis with a new torsion bar suspension featuring four large road wheels and a "slack track" with no track return rollers. It was armed with captured Soviet 7.62 cm guns, re-chambered to accept German 7.5 cm Pak 40 ammunition, which improved its penetrative capabilities.

These early Marder IIs had a very high silhouette (2.60 m high) and thin armour - only 30 mm (front) and 10 to 15 mm (sides). There was no armour on the top or rear, leaving the crew with very little protection. Alkett and Wegmann produced 201 Marder II (Sd. Kfz. 132) from early 1942 to early 1943.

The second version (Sd.Kfz. 131) was originally based on Panzer II Ausf. A to C hulls removed from active service, but later newly produced Ausf. F chassis were also used. This Marder II had a redesigned (widened) fighting compartment and used the German 75 mm Pak 40 anti-tank gun. The silhouette was lowered by about 40 cm to 2.20 m, but the armour was thin and the compartment was open to the top and rear, as in Sd. Kfz. 132.

FAMO, MAN and Daimler-Benz produced 576 Marder II (Sd. Kfz. 131) conversions from June 1942 to Mid 1943. 75 more were converted (probably by FAMO only) from mid 1943 to early 1944 when the last Panzer IIs were taken out of active service.

Marder IIs fought on all fronts of the war, but especially on the Eastern Front.

The Marder IIs were used by the Panzerjäger Abteilungen of the Panzer divisions of both the Wehrmacht and the Waffen SS, as well as several Luftwaffe units.

The Marder's weaknesses were mainly related to survivability. The combination of a high silhouette and open-top fighting compartment made them vulnerable to indirect artillery fire, aircraft strafing, and grenades. The armour was also quite thin, making them vulnerable to enemy tanks or infantry.

The Marders were not assault vehicles or tank substitutes. The open top meant that operations in urban areas or other close-combat situations were very risky. They were best employed in defensive or overwatch roles. Despite their weaknesses, they were much more effective than the towed antitank guns that they replaced. *

Dragon has previously released both late and mid-production Marder II kits.

This new early production kit is made up from 350 parts in light grey plastic, 208 individual "Magic Track" links in darker grey plastic, a small photo-etched fret and decals for two vehicles.

In addition, there are more than 100 plastic parts that are marked "not for use", including a late-version upper hull and side armour.

In line with the real vehicle, the running gear is mercifully simple with only three pieces for each leaf springs and five road wheels on each side.

I was delighted to see that the tracks are individual click-together Magic Tracks. These are ready to use in separate bags for the left and right runs. The shade of the plastic on each side is slightly different to avoid confusion. The instructions suggest that 99 links for each side are required.

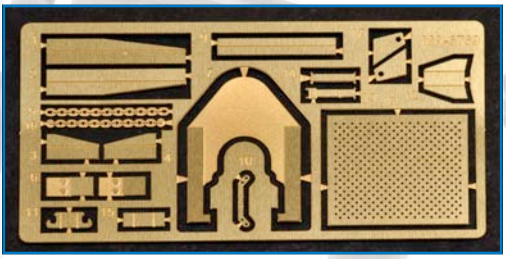
Interior detail is provided in the driver's and gunner's compartments, including a nice transmission and final driver, driver's seat, pedals and levers, instruments and more. There is plenty of stowage in the main compartment too.

The PaK 40 gun is beautifully detailed and offers three different styles of muzzle brake for the plastic barrel. The layered gun shield is moulded in plastic but the photo-etched fret provides some additional details in this area as well as the perforated exhaust heat shield.

Markings are very generic with two sets of balkenkrueze for one vehicle based in Sicily and another unidentified unit.

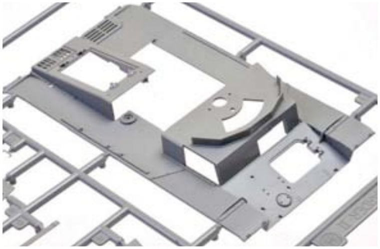
This is a gorgeous and well-detailed little model that is broken down sensibly. The inclusion of Magic Tracks is very welcome. Let's hope it is the beginning of a trend for future Dragon releases! ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



The kit's photo-etched fret.

The one-piece lower hull.



The new early-version upper hull.

Side armour is correct for the early version too.

Transmission and other interior details.

The layered gun shield, moulded in plastic.

Drive sprockets and idler wheels.

Individual "Magic Track" links packed in their individual bags.

---

* Historical summary adapted from Wikipedia https://en.wikipedia.org/wiki/Marder_II

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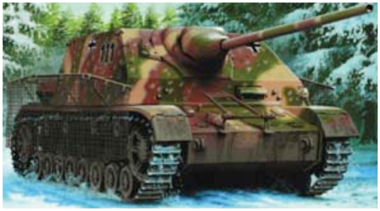
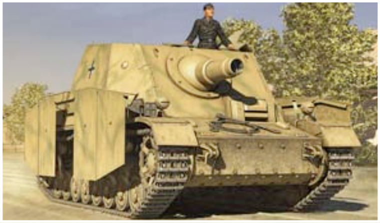
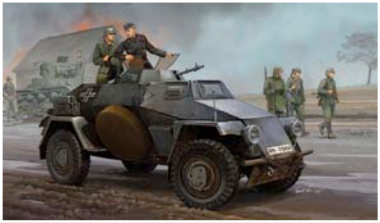


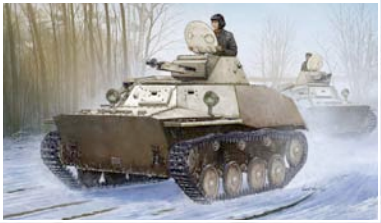
HBB80133
Hobbyboss 1:35 - German PANZER IV / 70 (A) Sd. Kfz.162/1



HBB80134
Hobbyboss 1:35 - German SturmPanzer IV early Sd. Kfz.166 "Brummbar"



HBB83812
Hobbyboss 1:35 - German Sd.Kfz.221 Leichter Panzerspahwagen (3rd Series)



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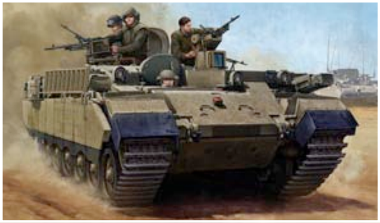
Hobbyboss 1:35 - Russian T-40S Light Tank



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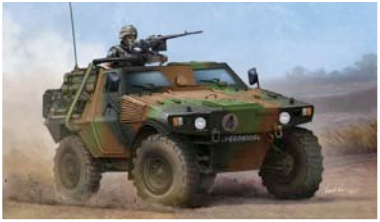
Hobbyboss 1:35 - IDF APC PUMA



HBB83876
Hobbyboss 1:35 - French VBL Armour Car

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Mk.A WHIPPET
BRITISH MEDIUM TANK
1/35 SCALE
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Meng Model 1:35 - British Medium Tank Mk.A Whippet

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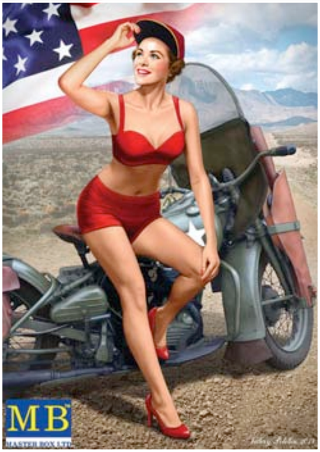
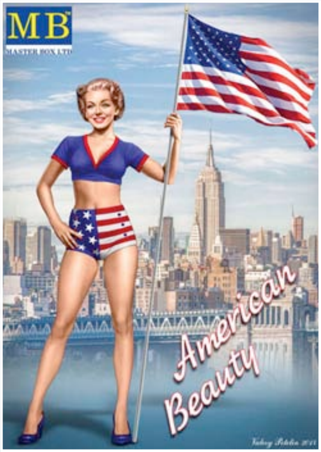


MAS24001
1:24 - Pin Up Series "Marylin"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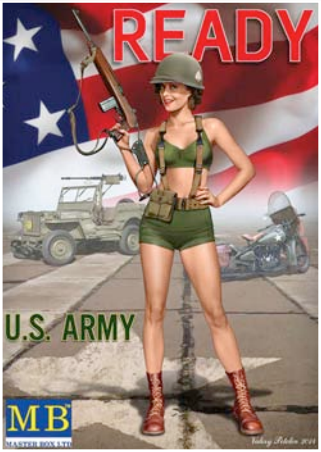
American Beauty

MAS24002
1:24 - Pin Up Series "Betty"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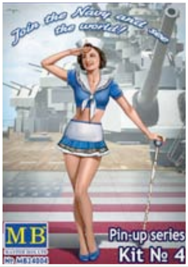
MAS24003
1:24 - Pin Up Series "Alice"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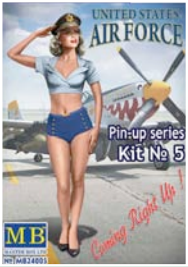
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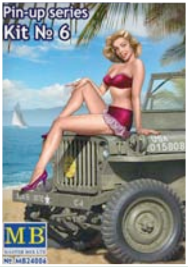
MAS24005
Coming Soon In 1:24


Pin-up series Kit № 6
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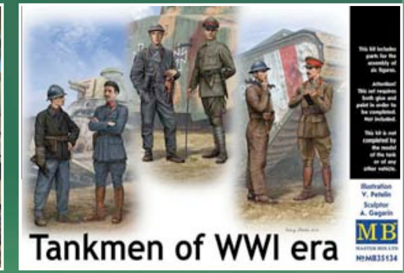
MAS24006
Coming Soon In 1:24


Tankmen of WWI era
MB

MAS35134
1:35 - Tankmen Of WWI Era

MiniArt

USV-BR 76-mm GUN Mod.1941 w/ LIMBER & CREW
1:35

MIN35129
1:35 - USV-BR 76-mm GUN Mod.1941 w/Limber & Crew

BZ-38 REFUELLER
1:35

MIN35145
1:35 – BZ-38 Refueller

U.S. MOTORCYCLE WLA w/RIDER
1:35

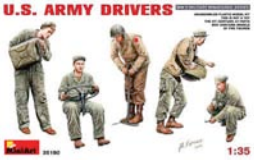
MIN35172
1:35 – U.S. Motorcycle WLA With Rider

SU-122 Initial Production
FULL INTERIOR
1:35
COMING SOON

MIN35175
1:35 – SU-122 Intial Production w/ Full Interior

U.S. MOTORCYCLE WLA w/RIFLEMAN
1:35

MIN35179
1:35 – U.S. Motorcycle WLA With Rifleman


U.S. ARMY DRIVERS
1:35

MIN35180
1:35 - U.S. Army Drivers

GAZ-AAA w/Shelter
1:35

MIN35183
1:35 – GAZ-AAA With Shelter

PASSENGER BUS GAZ-03-30
1:35

MIN38005
1:35 – Passenger Bus GAZ-03-30

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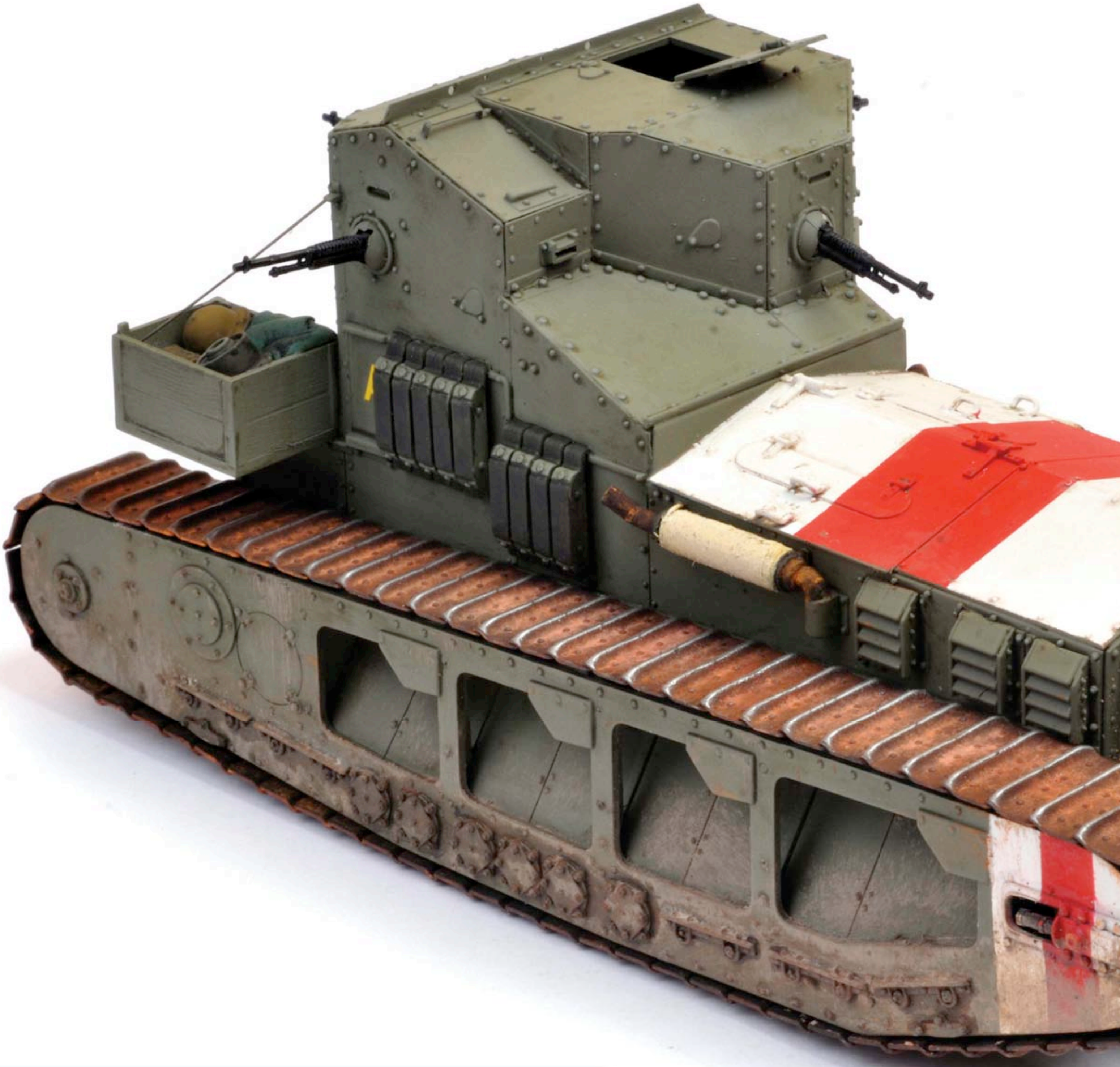
WHIPPET GOO

Brett Green builds Takom's brand new 1:35 scale Mark A Whippet Medium Tank.



D!

MK A "WHIPPET"
WWI MEDIUM TANK
1/35
TAKOM

It never rains but it pours.

Until very recently, the only option for a 1:35 scale Whippet tank was the old Emhar kit. This kit was basic in detail and challenging to build, to say the least. This old model suffered from thick plastic, minimal alignment aids and horrible stiff track lengths.

In 2015, two of the emerging Chinese companies – Meng and Takom – both announced that they would be releasing Whippet tank kits.

Takom was first to market. I could not resist buying one as soon as I saw it online.

WHAT'S IN THE BOX?

Takom's 1:35 scale Whippet comprises 456 plastic parts, a photo-etched fret and markings for seven vehicles.

Although 456 parts might sound excessive for a fairly small model, the breakdown of these parts puts the total into context.

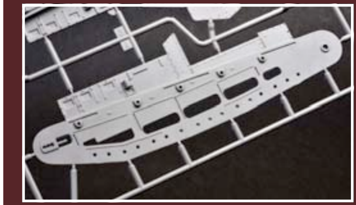
146 of these parts are individual track links in the inescapable brown Modelkasten-inspired plastic. They are packed into their own plastic bags, so no removal from sprues is necessary. They do have a tiny raised moulding pip on the top of each track pad, but clean up is very fast.

More than 250 parts are dedicated to the intricate running gear. Sadly, literally none of the wheels and workings are visible once the tracks have been installed.

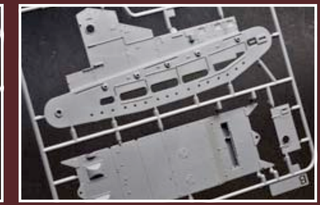
That leaves only around 50 plastic parts for the hull, superstructure, hatches and detail parts. The complex geometrical arrangements of the hull and superstructure are supplied as separate panels.

The decal sheet provides markings for three British WWI vehicles, another British Whippet in Ireland, 1919, two German Whippets – one captured and one in Freikorps service - and a Red Army Whippet from 1920. ▶

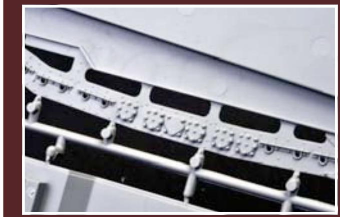
A good variety of finishes is included.



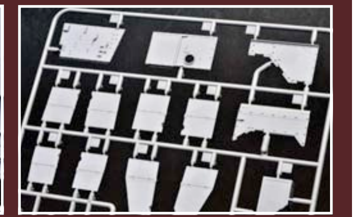
The inner hull parts are moulded with the superstructure sides.



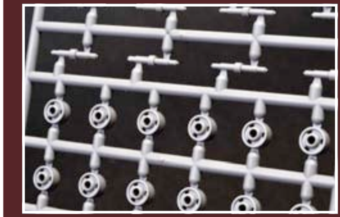
The hull floor is a separate piece.



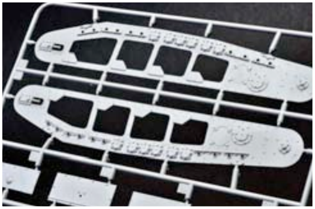
Raised structural detail is impressive.



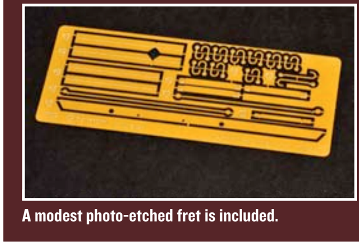
Much of the superstructure is supplied as separate panels.



More than 250 parts are devoted to the running gear.



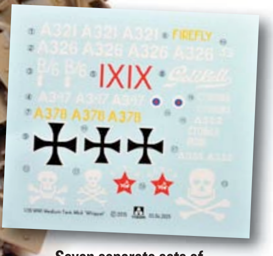
The outer hull skins.



A modest photo-etched fret is included.

I liked the see-through sprue letters!

The individual track links are almost ready to use straight from the box.



Seven separate sets of markings are offered on the decal sheet – British, German and Soviet.

◀ CONSTRUCTION

The first 12 steps of the instructions concern themselves with assembling the running gear and hull sides.

A number of the different wheels look similar, so it is important to be well organised when removing the parts from the sprues and laying them out for assembly.

It is also essential to note that road wheels Parts A2 have an inner and an outer face. It is not immediately obvious, but the inner face features a protruding double circle. This spaces the wheels further apart on the axles. If these spacers are not facing inboard, you'll have trouble fitting the other road wheels to the lower hull. It's hard to explain in words, so hopefully the photos will help!

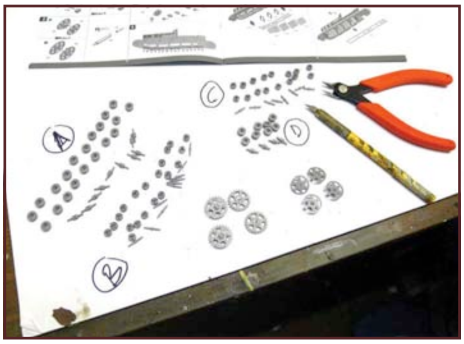
Once the pairs of interleaving road wheels have been glued to the locating recesses on the inner hull sections, the outer hull may be glued in place. Make sure that all 16 axles are positively glued into their corresponding holes in the outer hull halves. I found it was best to do this before the glue had dried on the inner hull halves, allowing a bit of wiggle room.

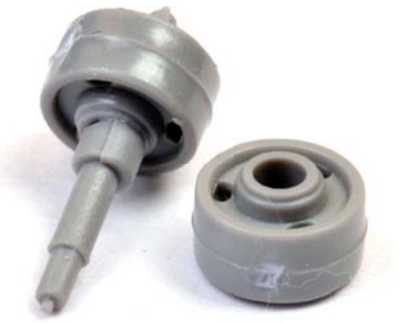
Many WWI mufflers feature asbestos wrapping. I replicated the wrapping by unwinding some three-ply cotton thread and anchoring an individual strand to the top rear of each muffler with super glue. The strand was then repeatedly wound around the muffler until it was completely wrapped. The other end was now also anchored with super glue. Finally, I brushed a mixture of Gator's Grip acrylic glue and water over the cotton wrapping to minimise the risk of stray cotton spoiling the effect.

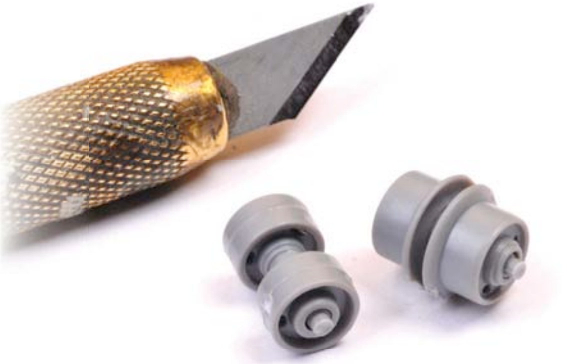
I also stippled the exhaust pipes with Mr Surfacer to represent a rough, rusty surface, and drilled out the ends of the pipes.

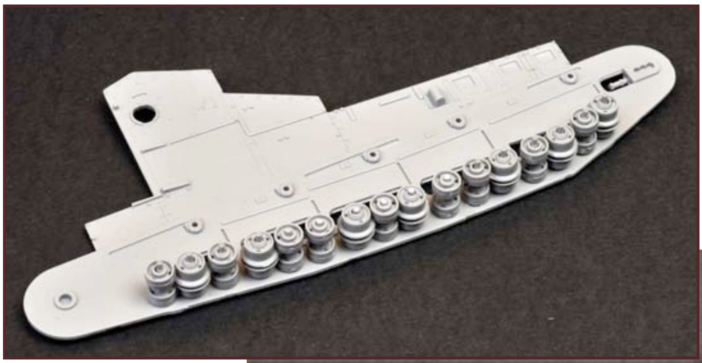
From this point onward, I simply followed the well-illustrated instructions.

The individual panels demand some care to ensure perfect gap-free alignment. I found that working quickly allowed me to make minor adjustments to previously installed panels as each new panel was fitted. ▶

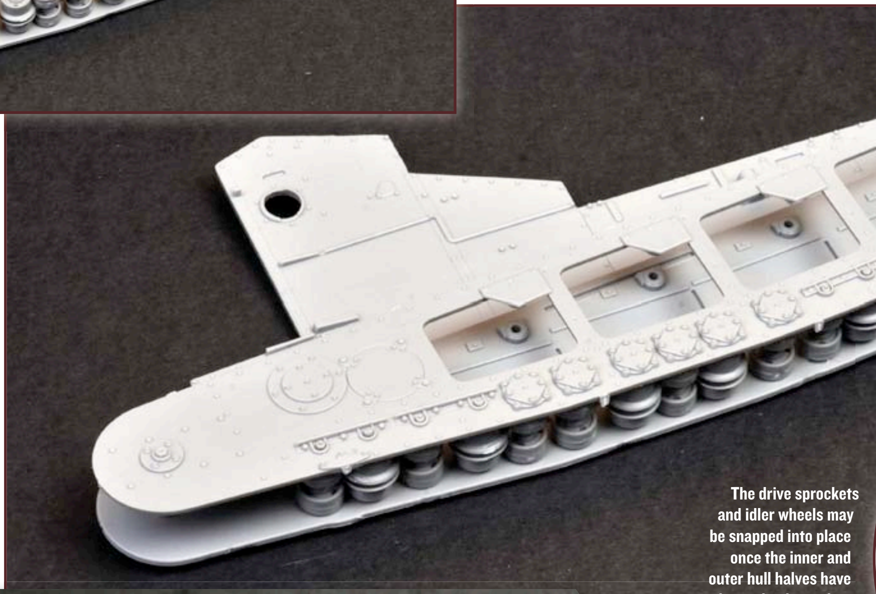

The various wheels and axles were carefully laid out prior to assembly.


Note the raised centre section of road wheels Parts A2. These must face inboard when they are fitted to their axles.

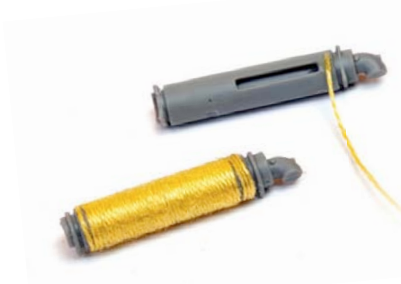

Two of the four styles of road wheel pairs.


The road wheels have been glued to the inner hull halves.

"The individual panels demand some care to ensure perfect gap-free alignment..."

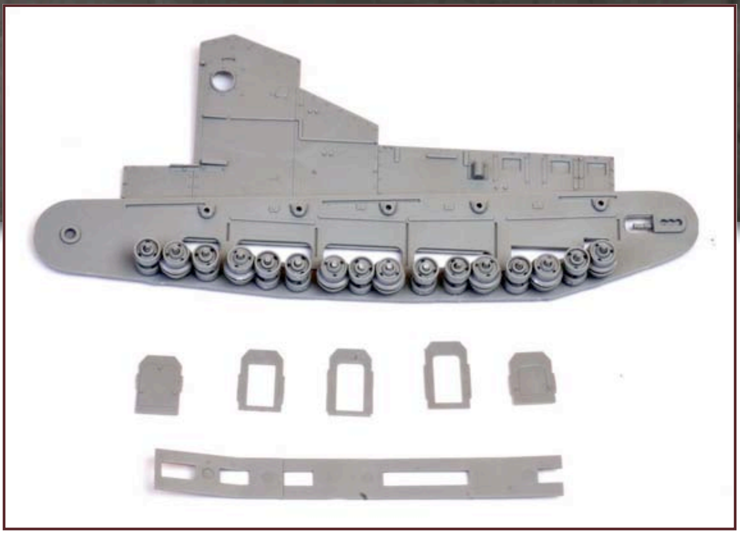

Without further delay, the axles were test-fitted against their corresponding locating holes on the outer hull halves.

The drive sprockets and idler wheels may be snapped into place once the inner and outer hull halves have been glued together.

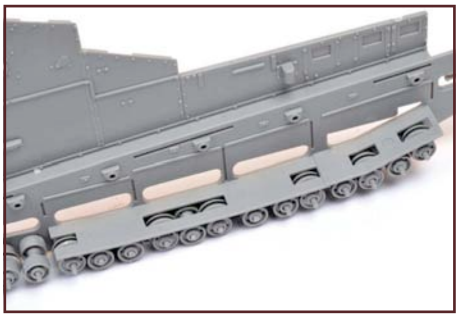


A single strand of cotton was wound around the mufflers to represent asbestos wrapping.

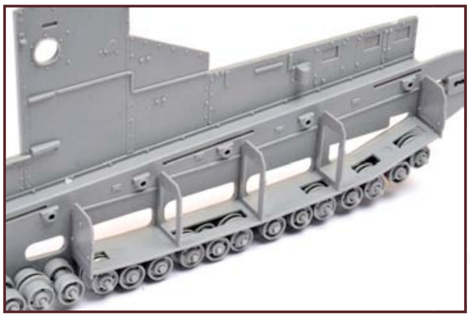
The exhaust pipes were hollowed out with the tip of a hobby knife (although I am hollowing out the wrong end here!)



Hull bulkheads and the lower cover are ready for installation.

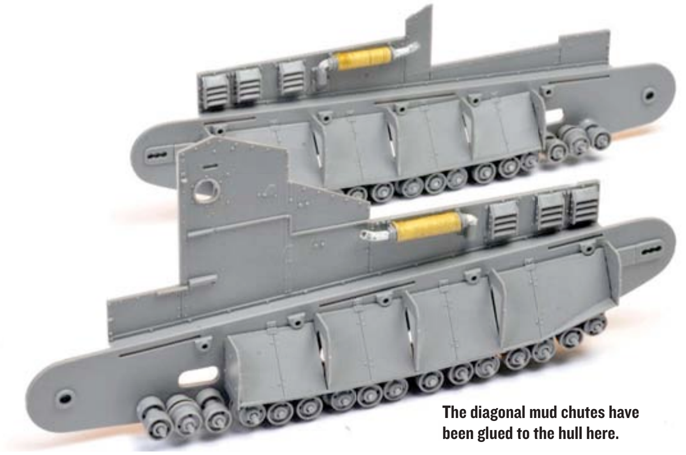


First, the lower cover is glued in place...

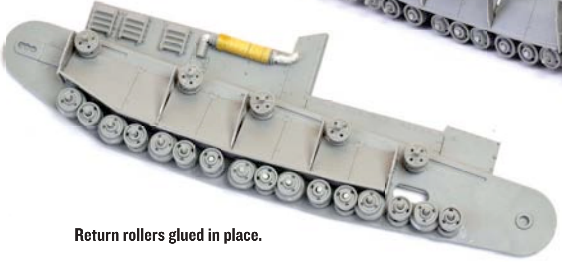


...then the bulkheads are fixed to the inside of the hull sides.

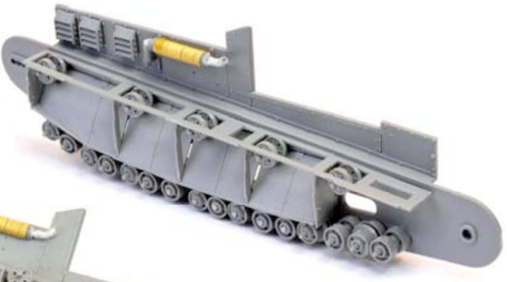
The return rollers.



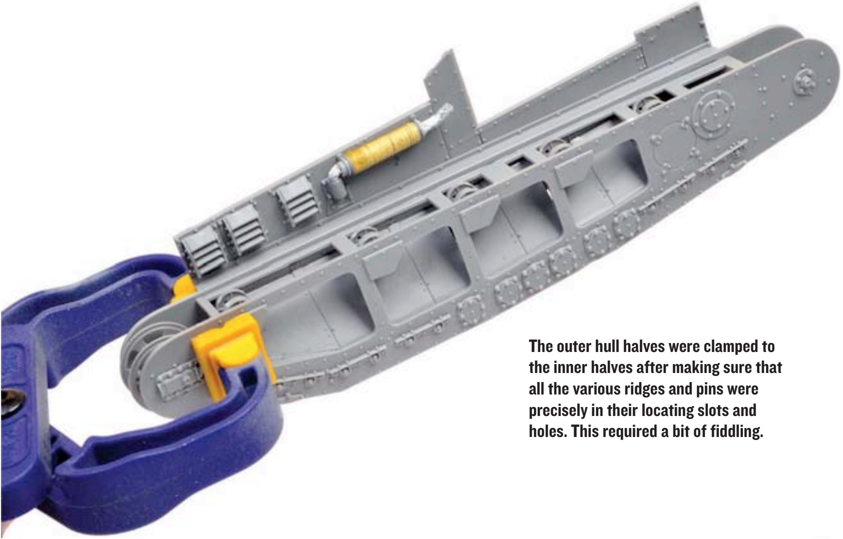
The diagonal mud chutes have been glued to the hull here.



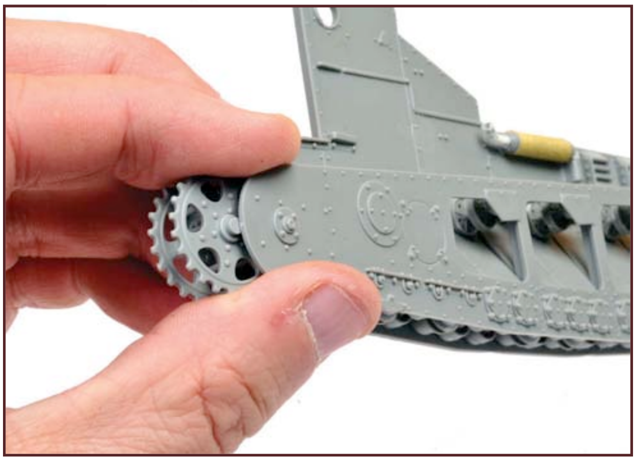
Return rollers glued in place.



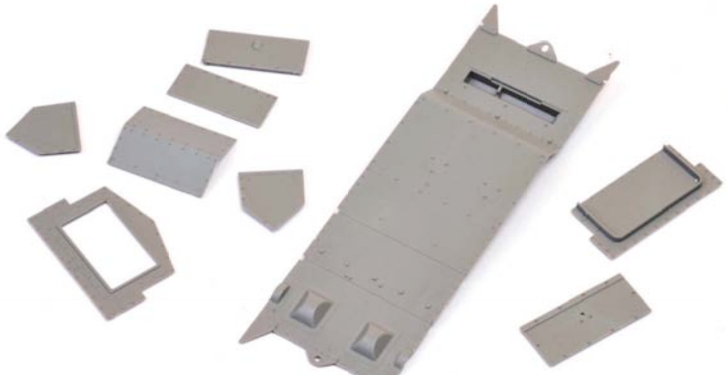
Layer upon layer... the top hull cover is now glued to the inner hull half.



The outer hull halves were clamped to the inner halves after making sure that all the various ridges and pins were precisely in their locating slots and holes. This required a bit of fiddling.

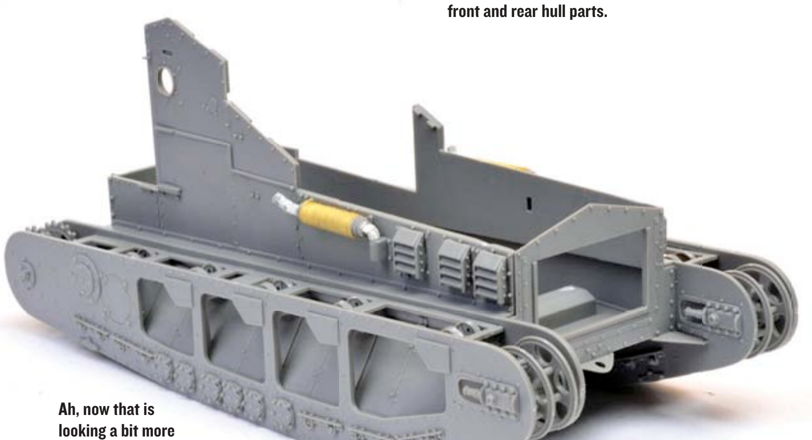


The drive sprockets were snapped into place once the glue on the hull halves had set. The workable sprockets make it easier to fit the tracks later on.



The hull floor with the lower front and rear hull parts.

All the lower hull sub-assemblies are ready to be joined.



Ah, now that is looking a bit more three-dimensional!

The forward box – itself made up from separate panels – and the engine deck take shape.

EXTRAS

I finally turned my attention to the rear stowage boxes for some added texture and detail.

The real boxes were made from wood, so I scribed a horizontal line along the middle of each panel, then scraped the panels with a fine razor saw to deliver a fast and fairly effective woodgrain effect.

I also added some stowage to each of the boxes. I started with folded tarps scratch built using Kneadatite two-part epoxy putty, then placed a road wheel in each bin plus helmets and equipment from Tamiya's re-boxed ICM WWI British Infantry set.

WHIPPET COLOURS

I decided to finish my model in one of the schemes with the broad white-red-white identification stripes, so before applying the camouflage colour I sprayed the front of each side of the hull with two coats of Tamiya's Fine White Primer straight from the can. When this had dried, I masked off the areas around each centre stripe and sprayed them red.

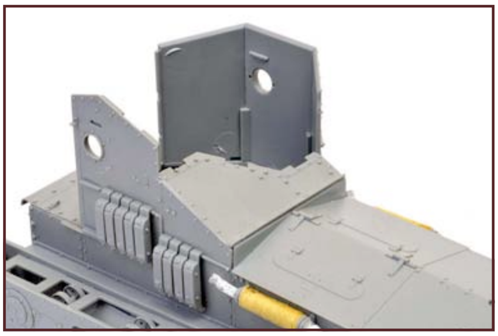
Some time ago I mixed a custom batch of Tamiya TS-28 Olive Drab with about 15% AS-15 Tan (USAF) decanted into a glass jar. I thought that this faded shade might look interesting on my Whippet. Being a hardwearing Tamiya spray lacquer, this also meant that I did not need a primer coat.

A paler shade was mixed by adding a little white. This was added in mottles and patches on the top of the hull and the superstructure.

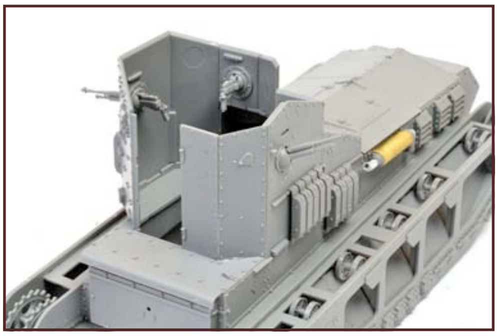
Next, a dark brown wash was applied with a soft brush. When this had dried overnight, the model received two coats of Future floor polish and the kit decals were applied. These performed perfectly.

Two thin coats of Testor's Flat Clear Lacquer Finish restored the matt surface. The decals looked painted on under the flat coat.

The exhaust pipes were treated to several different Mig Productions pigments - P042 Ochre Rust and P416 Fresh Rust over P414 Track Brown – sealed with mineral turpentine. The exhaust wrapping was painted with ▶

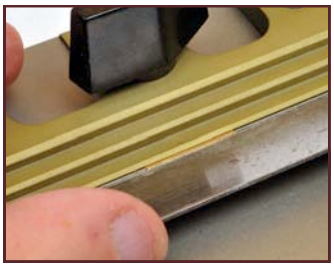


Superstructure panels are added one at a time, working quickly to allow previous panels to be adjusted.

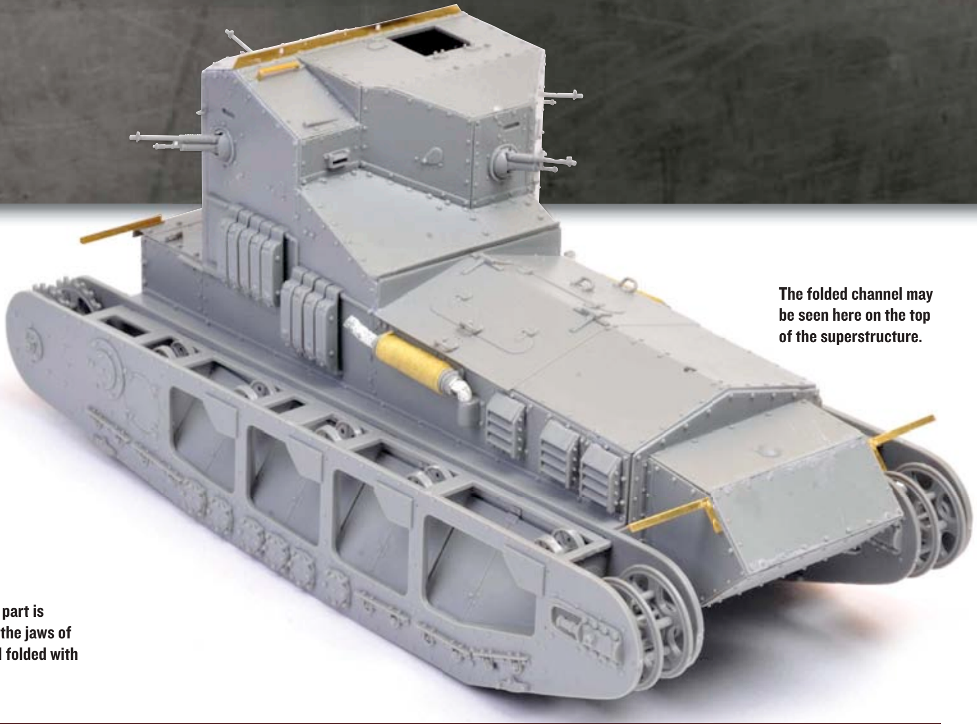


The machine guns are nicely presented but there is no other interior detail offered.

My Etch-Mate came in handy to bend the long fine photo-etch for the superstructure roof.



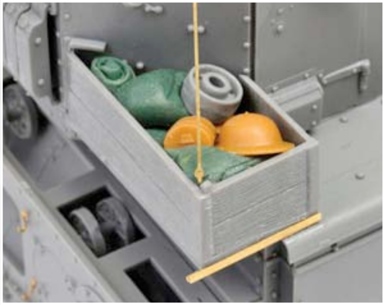
The photo-etched part is clamped between the jaws of the Etch Mate and folded with a straight blade.



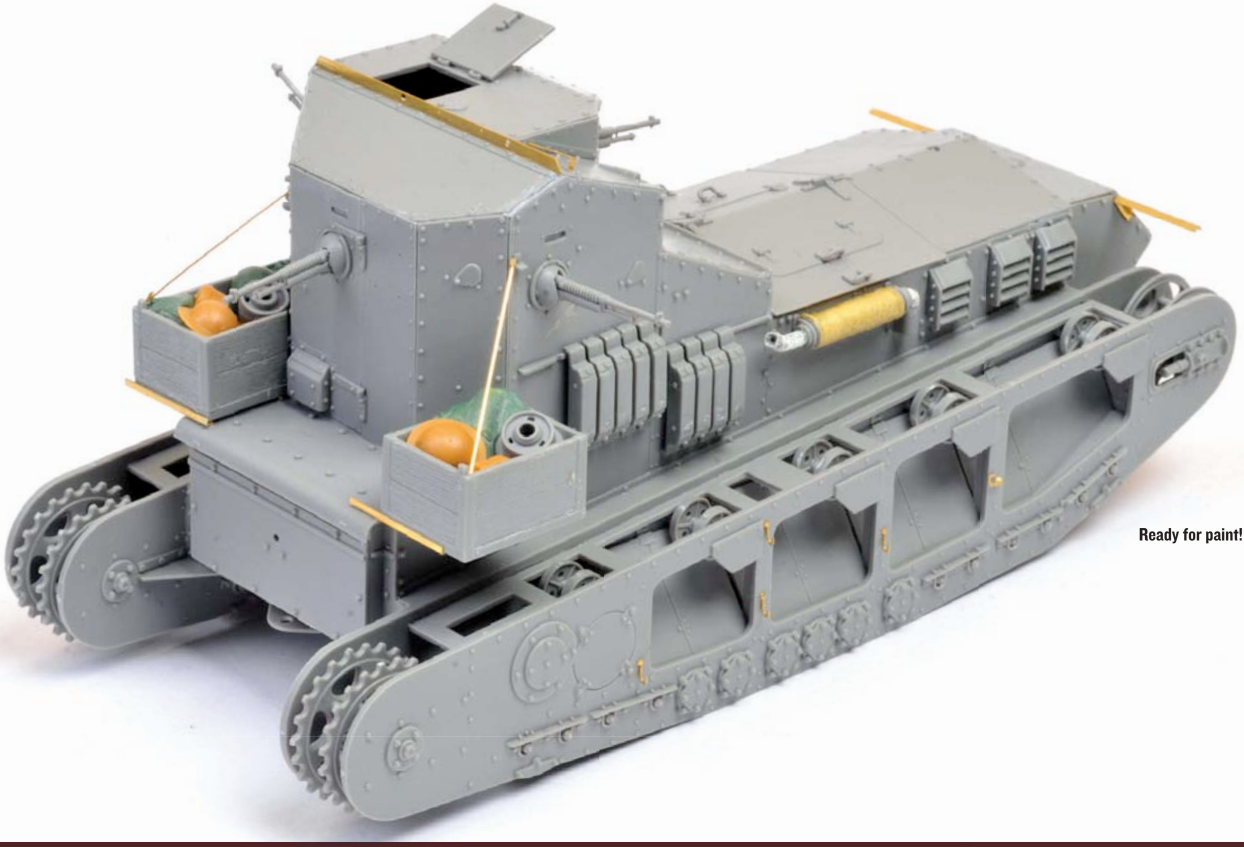
The folded channel may be seen here on the top of the superstructure.

The stowage box sides were scribed to suggest separate timber planks.

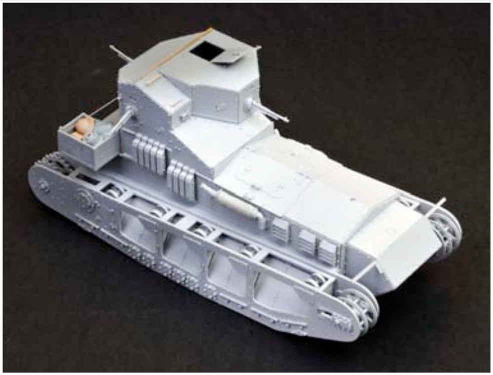
A fine razor saw was then scraped along the box sides to add woodgrain texture.



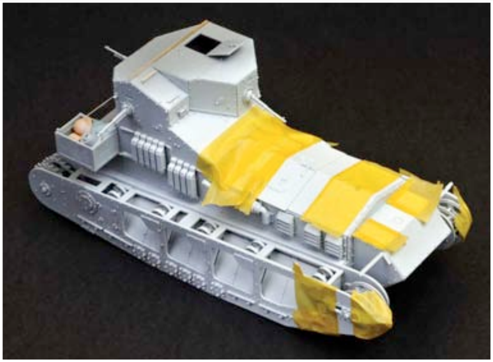
Stowage was added to the boxes using Kneadatite two-part epoxy putty and accessories from a Tamiya WWI Infantry set.



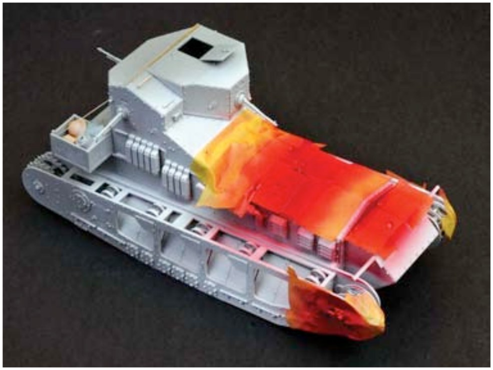
Ready for paint!



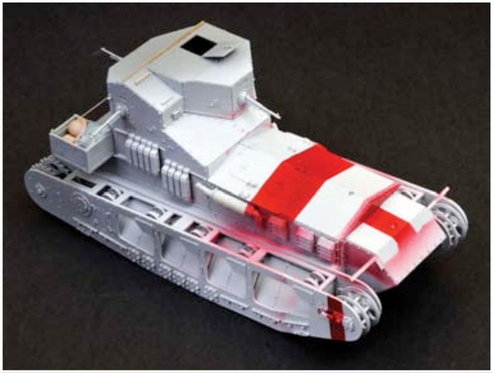
The entire forward hull was coated with Tamiya's Fine White Primer straight from the spray can.



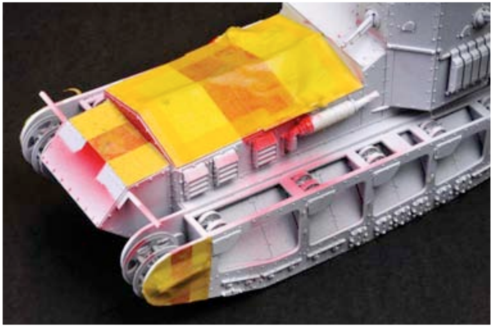
The white areas of the identification markings were masked off with Tamiya tape.



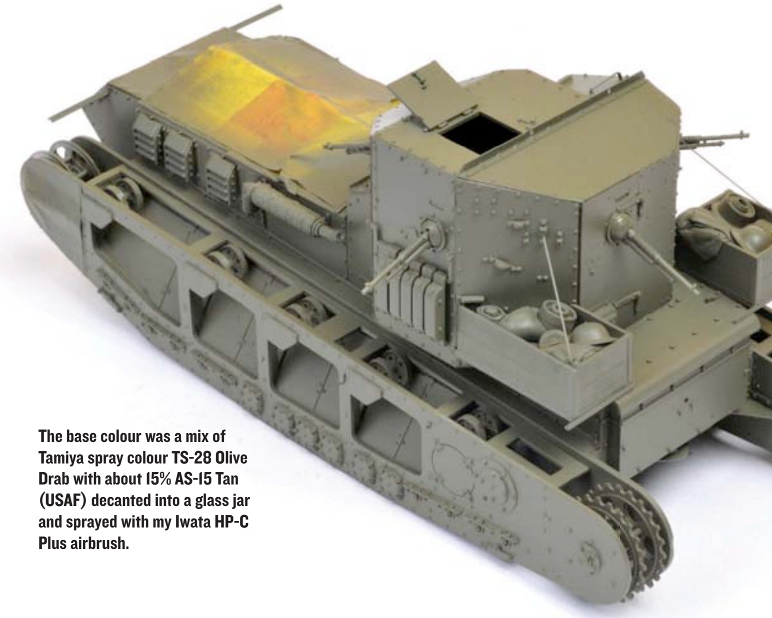
The vacant areas were sprayed red.



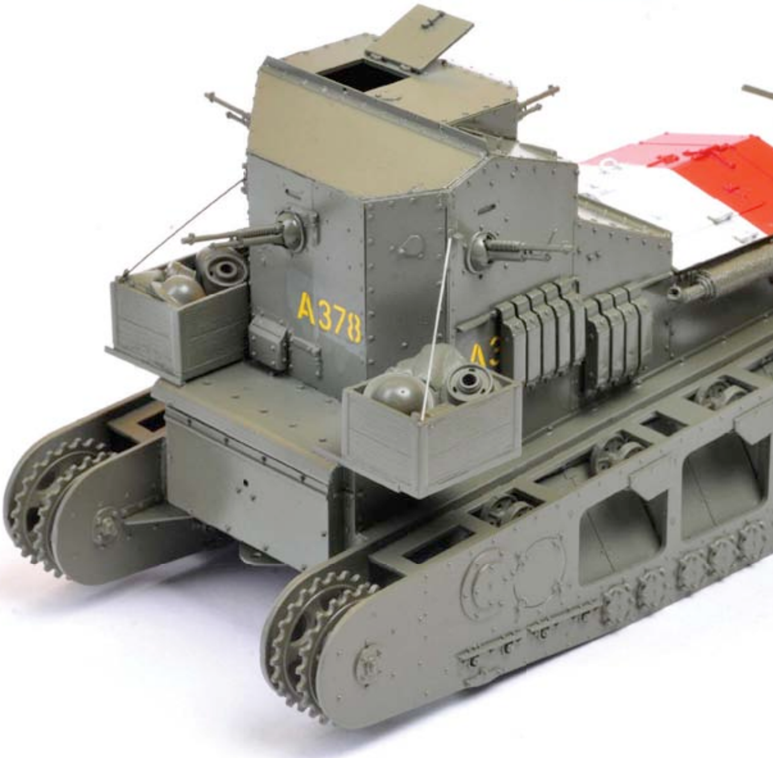
The effect is quite dazzling!



The white-red-white markings were carefully re-masked with Tamiya tape.



The base colour was a mix of Tamiya spray colour TS-28 Olive Drab with about 15% AS-15 Tan (USAF) decanted into a glass jar and sprayed with my Iwata HP-C Plus airbrush.



a mix of Vallejo Model Color 847 Dark Sand and 919 Foundation White. The grousers were painted with a dark brown-black mix of Vallejo acrylics, and the stowage was picked out with various acrylic shades applied by fine brush.

The running gear was finished to represent areas of wet and dry mud. The base (dried) mud was Easy Mud Item 21105 – European Earth.

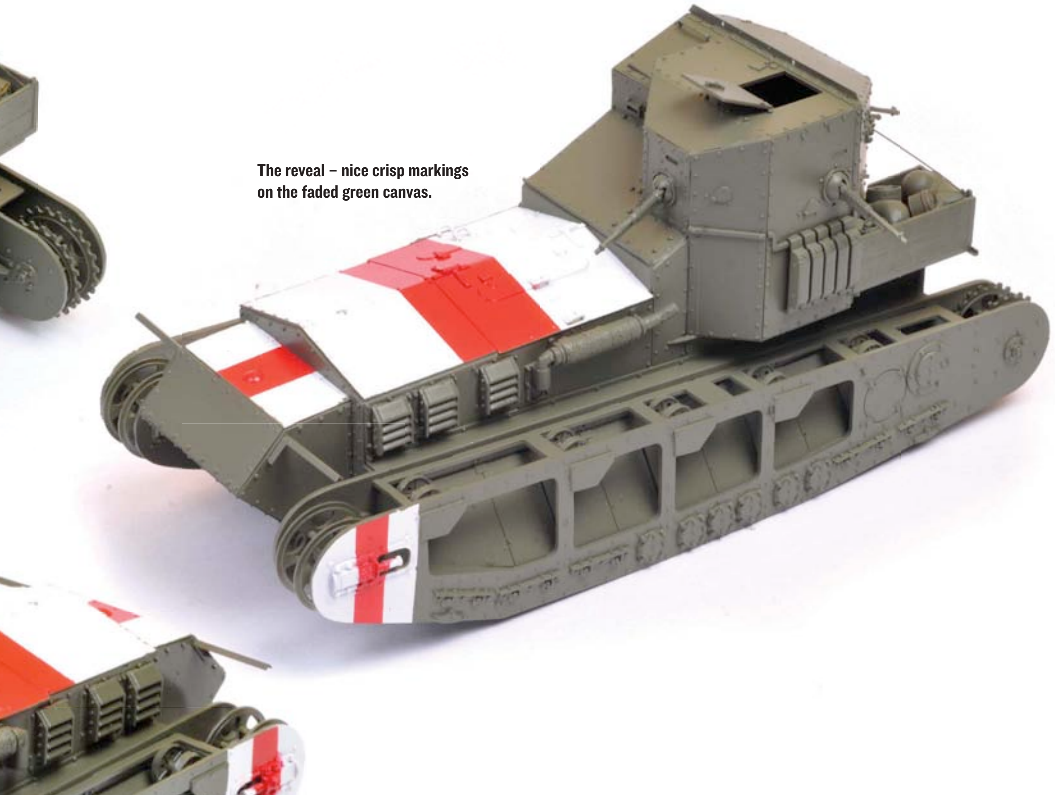
Once the Easy Mud had dried, it was followed by a selective brushed application of AK Interactive's Dark Brown enamel wash.

TRACK COLOURS

I have been following a fairly standard procedure for painting tracks recently, starting with an overall coat of "scale black" (a 50:50 mix of Tamiya XF-1 Flat Black and XF-64 Red Brown), followed by a brushed application of Maru Easy Mud and the tops of the tracks polished with a lead pencil.

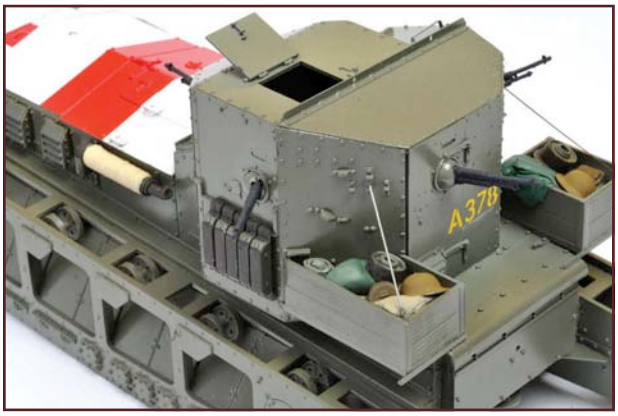
I decided to try something a bit different this time.

Once the full track runs were assembled, I started as usual with a sprayed application of scale black.

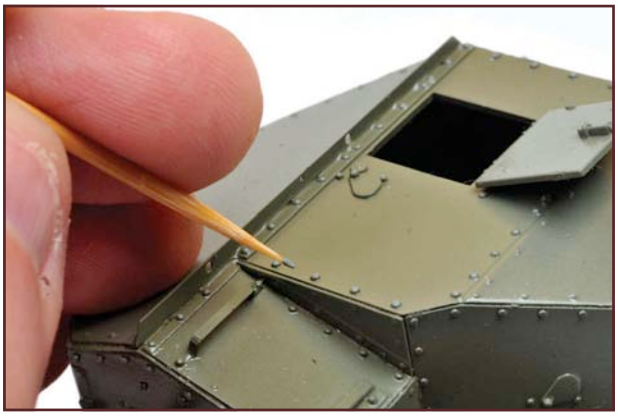


The reveal – nice crisp markings on the faded green canvas.

A paler shade of the base colour was mixed by adding a little white. This was added in mottles and patches on the top of the hull and the superstructure.



Details were picked out using Vallejo acrylics.



Each rivet head was painted with a paler shade of green applied with the tip of a toothpick.

Next, I sprinkled a liberal amount of MIG Pigments' P055 Cream Rust onto the top of the track runs. I did this in the front yard as the pigments can be very messy.

I then loaded Wilder's liquid FX01 Enamel Pigment Fixer into an aerosol bottle and sprayed the loose pigments on the tracks. Once the pigments had dried, they were quite robust. I sprinkled a much smaller amount of MIG's P414 Track Brown and P416 Fresh Rust over the basic pigment coat to add some variety to the tracks. Once again, Wilder's Fixer was pumped ▶

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NEW
04936
Handley Page HALIFAX B Mk.III, 1:72

NEW TOOL
04921
BAe Hawk T1 Red Arrows, 1:72

NEW TOOL
07026/07027
Porsche 918, 1:24

NEW TOOL
07009
VW T1 Samba Bus, 1:16

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onto the loose pigments with the aerosol bottle. I was very happy with the final effect.

The tracks were now carefully run around the sprockets and joined at the bottom of the track run. I was a bit worried about this, but the completed track run stretched nicely to allow the final links to be joined.

CONCLUSION

Despite the fairly large number of parts for the running gear and the individual panels making up the superstructure, I found Takom's 1:35 scale Whippet tank to be a straightforward and enjoyable project.

Basic construction was complete in two days.

If you're looking for a new WWI project, I can heartily recommend Takom's Whippet! ■

Modelspec

Takom 1:35 Mk.A Whippet WWI Medium Tank Kit No. 2025

Modelling Products Used:

Tamiya Extra Thin Liquid Cement
Revell Contacta Glue
Selleys Supa Glue
Fine Cotton Thread
Kneadatite Two-Part Epoxy Putty

Accessories Used:

Tamiya Item No. 32409 - WWI British Infantry with Small Arms & Equipment

Paints and Finishing Products:

Tamiya Spray Can - Grey Primer; White Primer; TS-28 Olive Drab; AS-15 USAF Tan.
Tamiya Acrylics - XF-1 Flat Black; XF-2 Flat White; XF-7 Flat Red; XF-55 Deck Tan; XF-64 Red Brown.
Vallejo Model Color - 847 Dark Sand; 919 Foundation White
Vallejo Panzer Aces - 310 Old Wood; 314 Canvas; 333 Germ. Tkcr. (Black); 337 Highlight Ger (Black)
Gunze-Sangyo Mr Metal Colour 214 Dark Iron
Future Floor Polish
Winsor & Newton Raw Umber Oil Paint
Mineral Turpentine
MIG Productions - P410 Oil and Grease Stain Mixture; P411 Standard Rust Effects.
Maru Easy Mud - Item No. 21105 European Earth
MIG Pigments - P055 Cream Rust; P414 Track Brown; P416 Fresh Rust
Wilder - FX01 Enamel Pigment Fixer

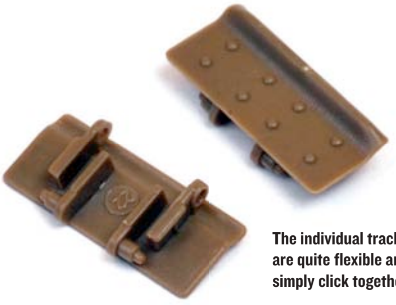
✓ Good level of detail; authentic surface textures; excellent click-together individual track links; optional position hatches.

✗ No interior detail; care is required for the many individual hull and superstructure panels.

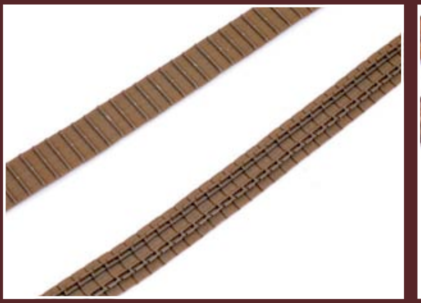
Available from

Purchased by the builder.
Takom kits are distributed in the UK by Pocketbond
www.pocketbond.co.uk

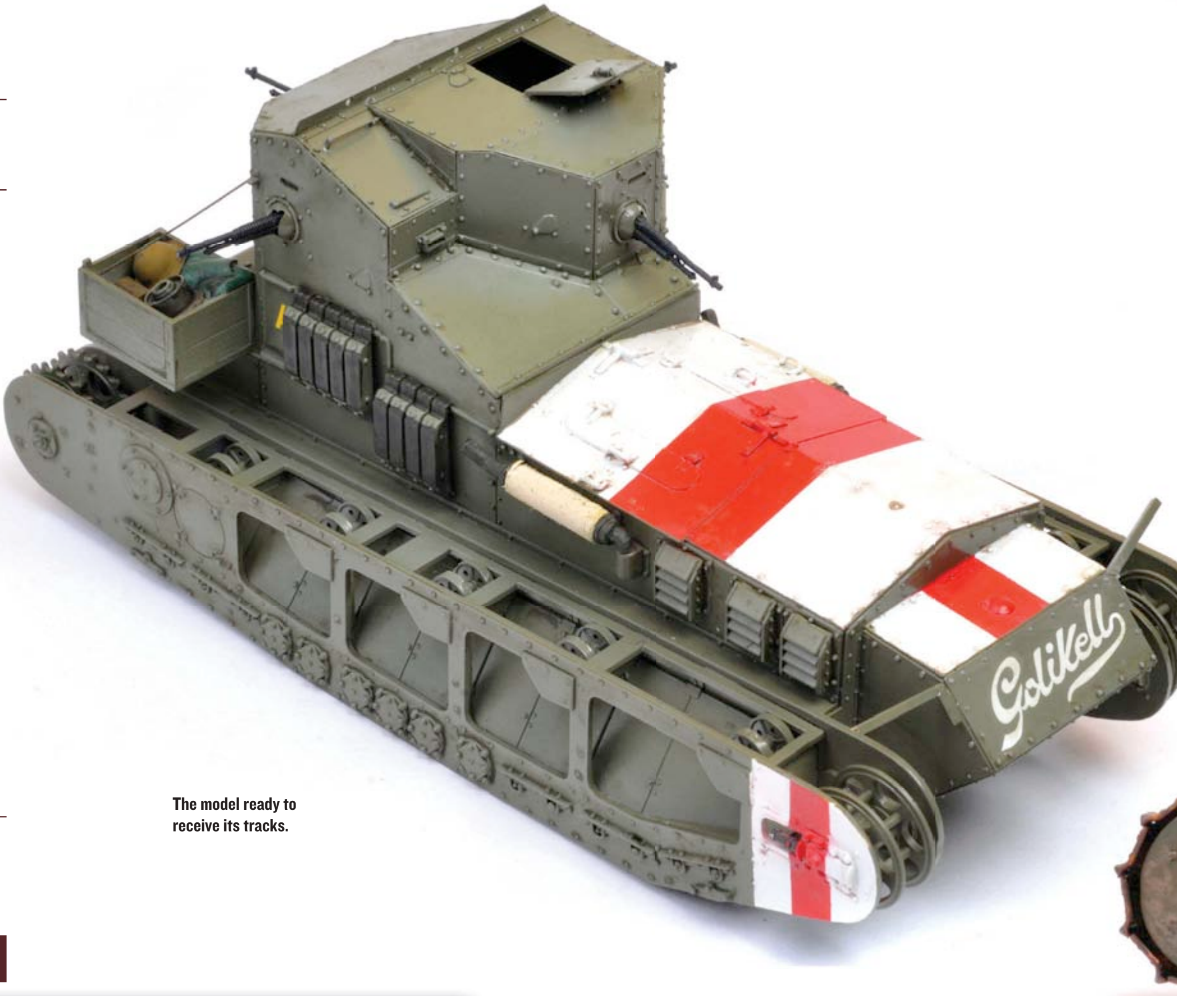
Rating ●●●●●●●●○○


The individual track links are quite flexible and simply click together.

The links were assembled into lengths of ten.

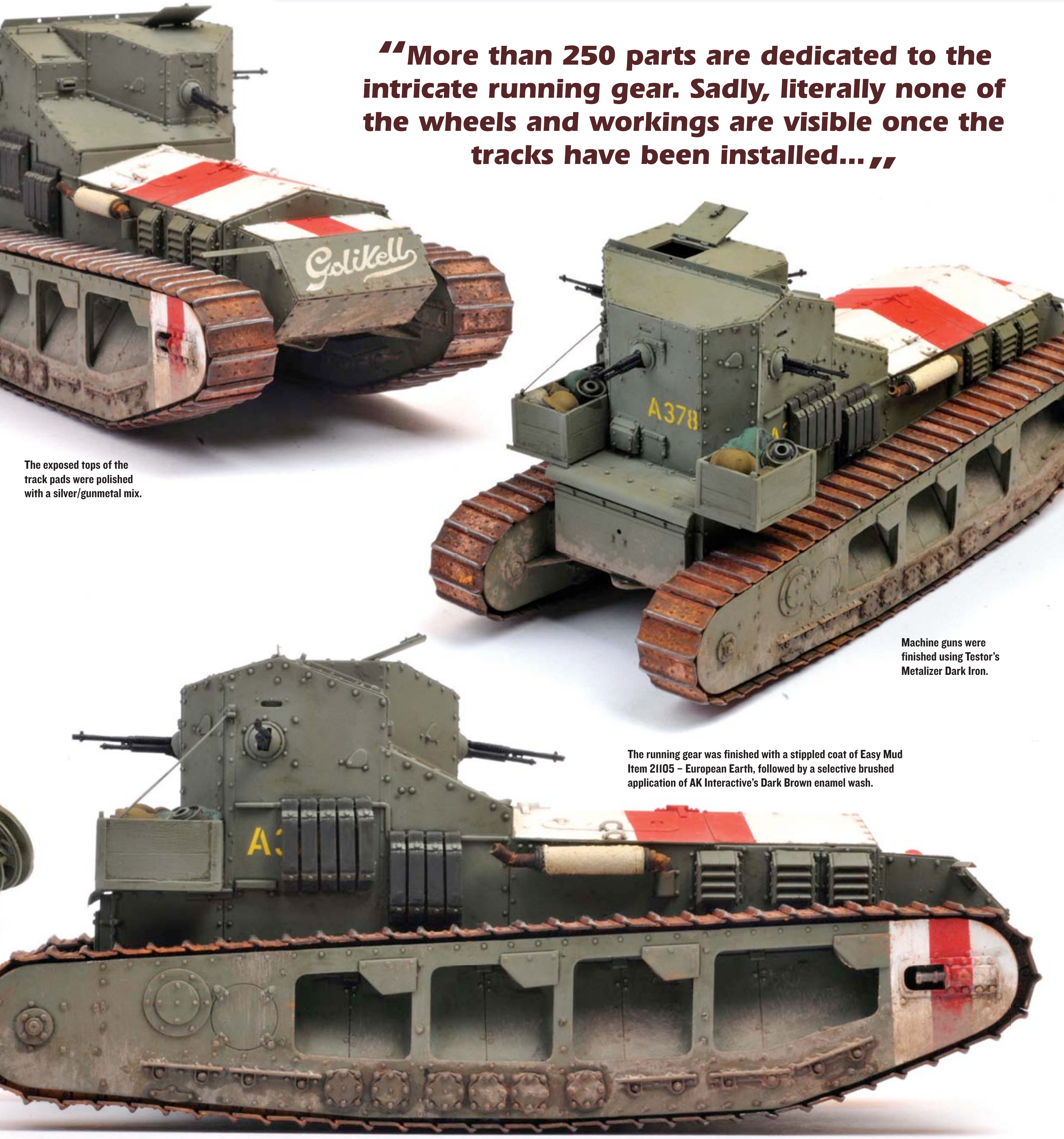

Six lengths of ten links were joined together, then it was determined that a further eight links were required for a full length.

MIG pigments were applied to the painted lengths.



The model ready to receive its tracks.

> **"More than 250 parts are dedicated to the intricate running gear. Sadly, literally none of the wheels and workings are visible once the tracks have been installed..."**



The exposed tops of the track pads were polished with a silver/gunmetal mix.

Machine guns were finished using Testor's Metalizer Dark Iron.

The running gear was finished with a stippled coat of Easy Mud Item 21105 – European Earth, followed by a selective brushed application of AK Interactive's Dark Brown enamel wash.

sWS 60cm INFRARED SEARCHLIGHT
CARRIER "UHU"
二战德军sWS红外线观测车
BRONCO
Bronco Models
CB35212
CAUTION
Note
1/35 SCALE

Luke Pitt reviews Bronco's re-issued G.W.H. sWS Infrared Searchlight Carrier, now with full engine detail.

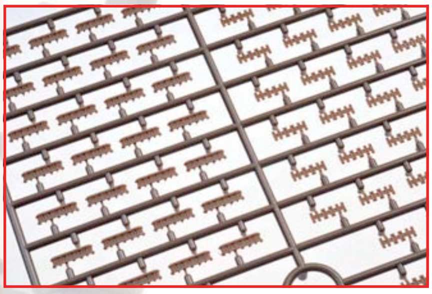
NIGHT VISION

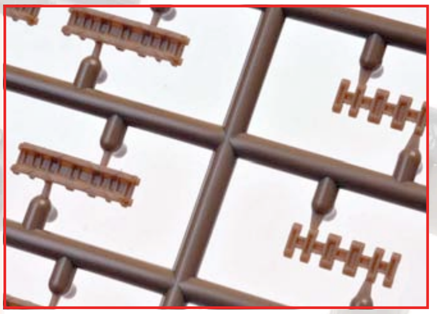
The Schwere Wehrmacht Schlepper (or 'sWS' for short) was a 5-ton half-track used by the Germans during WWII. Designed to replace the Sd.Kfz.6 and Sd.Kfz.11 half-tracks, a total of 825 Schwere Wehrmacht Schleppers were manufactured by Büssing-NAG and Tatra from December 1943 through to the end of the war. Early examples of the sWS were unarmoured soft-cab vehicles, whilst later versions were up-armoured including an enclosed driver's compartment.

Varieties of the sWS included a prime mover with cargo bed, anti-aircraft version with 3.7cm FlaK and a Panzerwerfer variant fitted with 15cm Nebelwerfer 42 rockets. You might be wondering why I didn't mention the infrared searchlight version. Well, I'm sure there were plans for it as the Sd.Kfz. 250 was being phased out, but there is no photographic evidence to support this particular configuration.

The Bronco kit represents the armoured variant of the sWS and is largely a re-release of the Great Wall Hobby kit that came on the market around 5 years ago. I have compared the parts of this new Bronco kit with that of the original Great Wall Hobby kit and upon a preliminary comparison the parts seem largely identical with one or possibly two exceptions. There are however, some very welcome additions to this Bronco release that puts it well ahead of the former Great Wall Hobby version.

The kit comprises of ten sprues and a chassis frame moulded in light grey coloured plastic, two medium brown sprues for the individual track links, and 2 clear sprees. Also included is a modest photo etched fret, and a compact decal sheet with marking for one vehicle and dials for the dashboard. Although the majority of the kit parts originate from Great Wall Hobby they're certainly on par with Bronco's typical high degree of detail, finesse, and moulding quality.





Individual two-part track links.

A notable inclusion in this Bronco kit is the full Maybes HL42 TRKMS engine. As with the base vehicle kit, the engine is also of Great Wall Hobby origins and was initially sold as a separate kit at the time of release. As such, with the inclusion of vehicle and engine, this Bronco release is really two kits in one. Furthermore, Bronco has included a small sprue of newly tooled parts to correct the inaccuracies and omissions of the Great Wall Hobby engine mouldings. These new parts include a revised oil pan at the bottom of the engine block, a reworked fan belt arrangement, and pieces to construct an oil reservoir that was missing from the original kit.

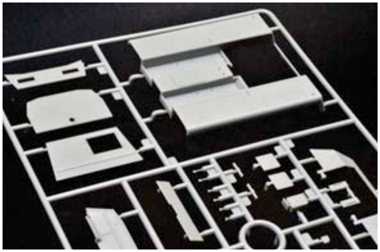
One point of contention with the original Great Wall Hobby incarnation of this kit was the road wheels. The real vehicle had a mix of spoked and dished road wheels that were of different diameters. The effect of these mismatching road wheel sizes would balance out as the rubber cushioning of the dished road wheels depressed under the weight of the vehicle, yet the all steel spoked road wheels did not. This equalising effect was not replicated within the Great Wall Hobby kit, and resulted in some of the road wheels hovering above the inner face of the track links even though these kit wheels were dimensionally accurate.

The infrared searchlight is made up of a large number of parts (including photo etch) and goes together without any filler whatsoever.

In summary, this is a very comprehensive and well detailed kit. Bronco should be commended for taking the time to rectify some of the shortcomings and omissions of the previous manufacturer's release as opposed to simply reissuing it unchanged. The only real problem is, there were no real vehicles of this type produced. ■

Thanks to Bronco for the sample www.bronco-model.com

The main front armoured hull section.

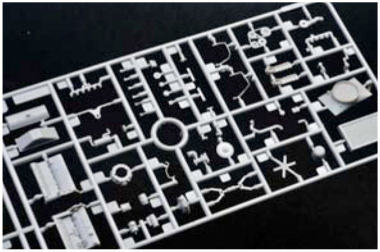


The original mouldings are from G.W.H.

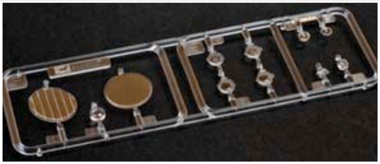
The dished road wheels.

The front tyres are made up from multiple sections.

Detail parts.



This time around, the full engine bay is included.



The clear parts for the IR searchlight.

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MK A "WHIPPET"
AS FEATURED IN THIS ISSUE....
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FRENCH LIGHT TANK
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TAK01003

TAK02001

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TAK02007

MARK IV "Male"
1/35

TAK02008

MK.IV WORKABLE TRACKS

TAK02008X

MARK IV "Female"
1/35

TAK02009

WWI HEAVY BATTLE TANK
MARK IV Hermaphrodite

TAK02010

ŠKODA 30.5CM M1916
SIEGE HOWITZER 1/35

TAK02011

TAK02012

T3 TRANSPORTER BUS
1/35

TAK02013

T3 TRANSPORTER TRUCKS
1/35

TAK02014

MARK.IV TADPOLE
1/35

TAK02015

HEAVY TRUCK
RUSSIAN KRAZ-260

TAK02016

SpPz 2 Luchs A1/A2
1/35

TAK02017

ŠKODA 42CM M.1917
HEAVY SIEGE HOWITZER
1/35

TAK02018

WWII GERMAN
12.8 CM FLAK 40 ZWILLING

TAK02023

UKRAINE KRAZ-6446 TRACTOR
1/35

TAK02019

DIRT DIGGER
M9 ACE

TAK02020

FELDUMSCHLAGGERÄT FUG 2.5T

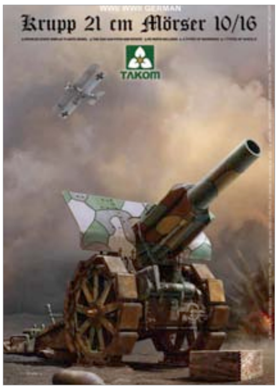
TAK02021

UKRAINE KRAZ-6322
1/35

TAK02022

ŠKODA PA-II "Turtle"
1/35

TAK02024


Krupp 21 cm Mörser 10/16
TAKOM

TAK02032

CHIEFTAIN Mk.11
1/35

TAK02026

CHIEFTAIN Mk.5/5P
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CHIEFTAIN Mk.10
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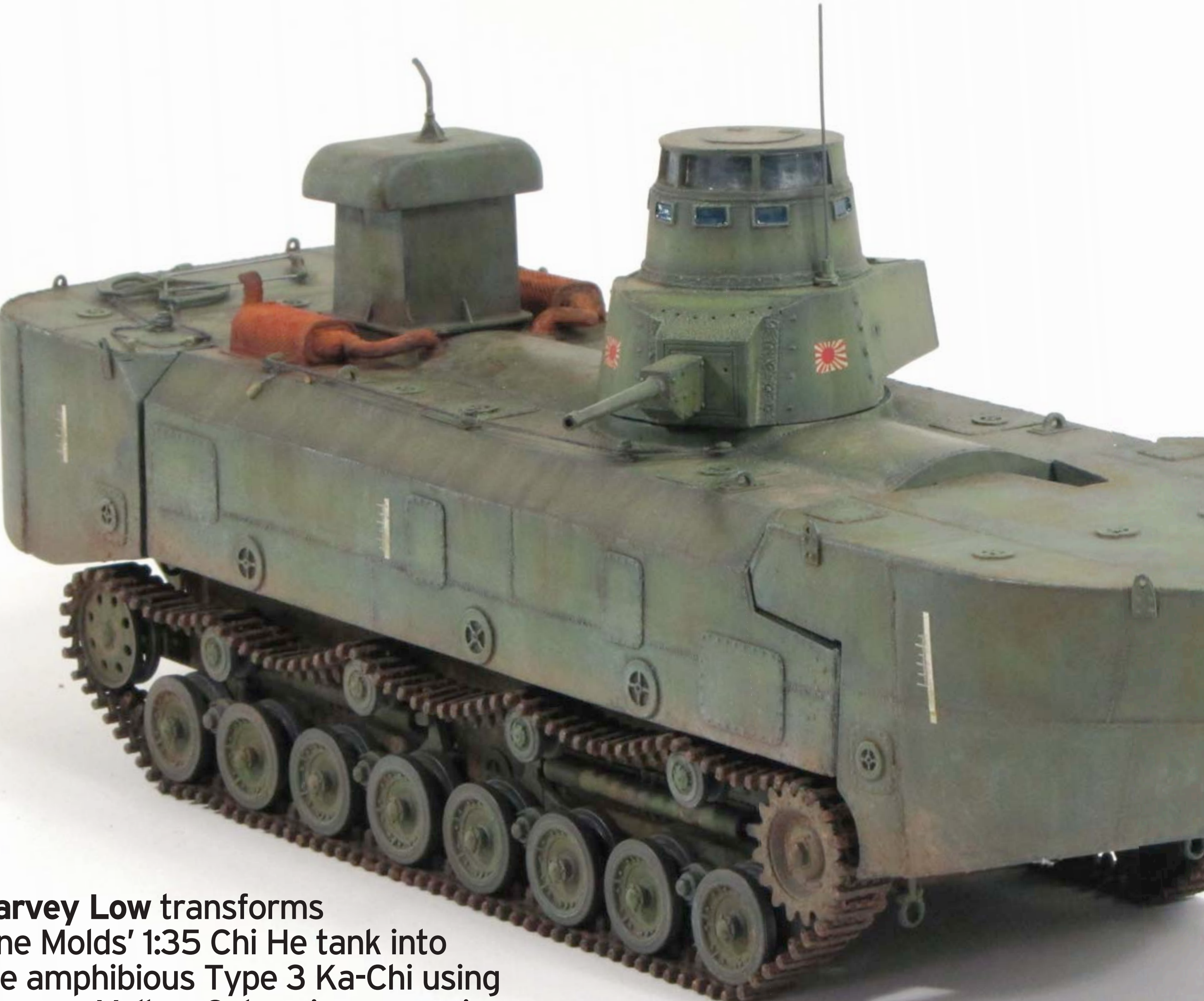
FLOATING FORT

THE JAPANESE TYPE 3 HEAVY AMPHI



Harvey Low transforms Fine Molds' 1:35 Chi He tank into the amphibious Type 3 Ka-Chi using the rare Yellow Cat resin conversion.

The WWII Japanese Navy's Type 3 Ka-Chi was an amphibious tank that was built in small numbers as a prototype for a heavier version of its smaller combat-tested cousin, the Type 2 Ka-Mi. The Ka-Chi began development as early as 1942, rolling off the assembly lines in 1943. It was a very large and tall vehicle at 28 tons, based on an extensively modified Type 1 Chi-He tank but possessing four more wheels on each side. With its floatation pontoons, it was longer and taller than the German King Tiger tank! For its size, it possessed relatively good road performance with a maximum speed of 32km/h (10km/h in water). The vehicle had a crew of seven and was exclusively used by the Japanese Navy's Special Naval Landing Force.

Thanks to its unique design, the tank was entirely waterproof and could be launched from submarines much like a midget submarine. The pontoon floatation devices were designed to be jettisoned from inside the tank via an external cabling system once the tank had landed. In practice, the pontoons were often left-on in theory to provide additional protection from enemy small arms fire. The turret possessed an extended cupola similar to the Ka-Mi in order to keep the hatch above water. The Type 3 Ka-Chi also had a large snorkel behind the turret for ventilation of the Mitsubishi 240hp V12 diesel engine. The main gun was the Type 1, 47 mm gun L/48 (same gun as used on the Shinhoto Chi Ha and Chi-He). Secondary armament was two Type 97 light machine guns, with the option of

RESS
BIOUS TANK "KA-CHI"

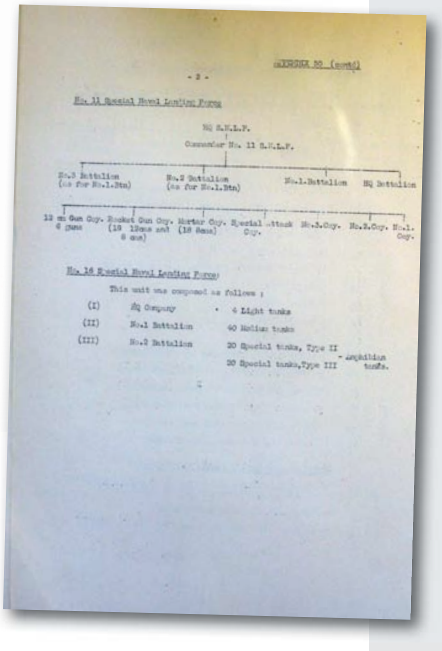
one being mounted atop the rear snorkel ventilator.

As the war progressed however, the 19 tanks that were built were relegated to solely homeland training and defence, as amphibious operations were no longer a viable strategy for the Japanese. They were deployed on manoeuvres in Japan but never saw combat.

THE KIT

At the time of this article, no injection kits exist of this unique vehicle. I had the Yellow Cat conversion kit (Item No. 35020) in my stash and decided it was time to build this beast. While this conversion kit is out-of-production, the tips provided in this article on multi-media techniques, painting, and weather, will nonetheless be relevant to any multi-media project.

Unfortunately there are very few photographs of this vehicle. For years, only one photo of this tank ever existed – that of one being disembarked from a landing ship with a crewman on the tank (showing the massive size of this beast). However Akira Takizawa, an established researcher and armour enthusiast from Japan, kindly provided me with publication permission of these rare photos and his assessment of where these tanks were likely deployed. The photos show Ka-Chi tanks just after the war in a series of photos taken by the British. According to Akira Takizawa, these photos were most likely taken at Tomiura, Chiba Prefecture, with the tanks as part of the 2nd battalion of the Yokosuka 16th SNLF. British Army documents at the end of the war corroborate to show that this unit had a strength on paper of 20 tanks and in line with production numbers. ▶



APPENDIX 30 (contd)

- 2 -

No. 11 Special Naval Landing Force

HQ S.N.L.F.
Commander No. 11 S.N.L.F.

No.3 Battalion (as for No.1.Btn)
No.2 Battalion (as for No.1.Btn)
No.1.Battalion
HQ Battalion

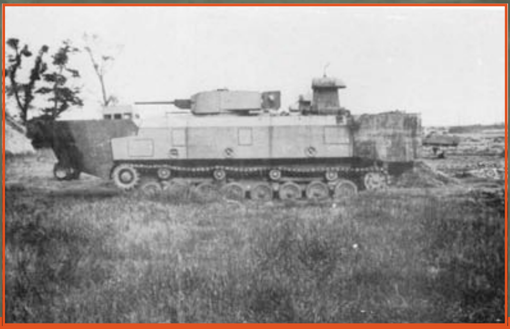
12 cm Gun Coy. 6 guns
Rocket Gun Coy. (18 12cms and 6 cms)
Mortar Coy. (18 8cms)
Special Attack Coy.
No.3.Coy.
No.2.Coy.
No.1. Coy.

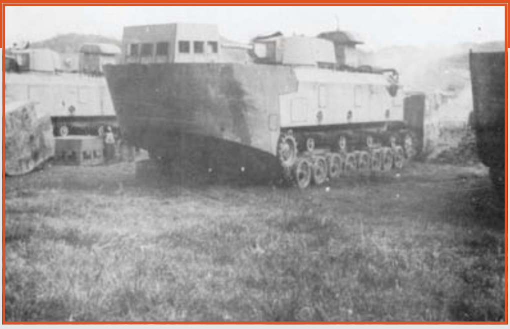
No. 16 Special Naval Landing Force:

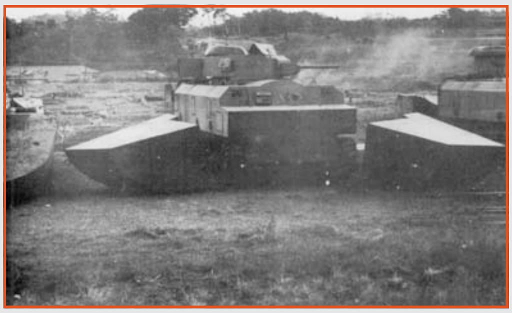
This unit was composed as follows ;

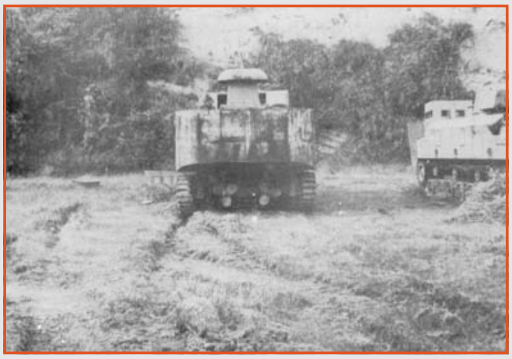
(I) HQ Company - 4 Light tanks
(II) No.1 Battalion 40 Medium tanks
(III) No.2 Battalion 20 Special tanks, Type II
20 Special tanks, Type III - amphibian tanks.

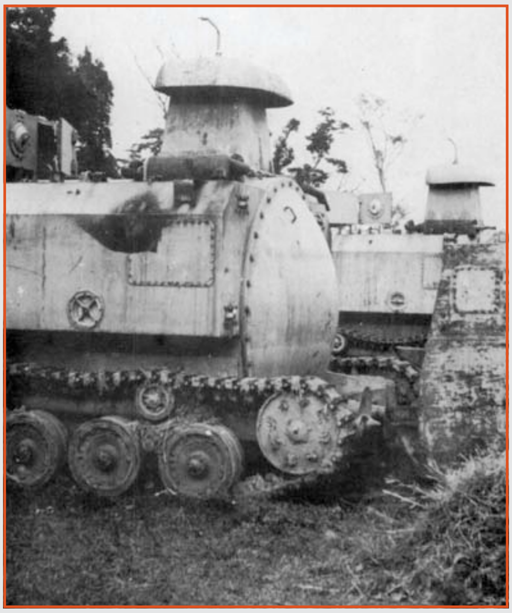
Photos show that there might have been two versions; with some possessing a rounded rear hull as the photos clearly show, or flat slab as the Yellow Cat conversion portrays. Either the kit manufacturer had original plans or had to make an educated guess due to a lack of period plans or photos remains unconfirmed. Thus the model's rear hull does not match with the actual period photos given this hypothesis.











Historical photos provided with permission from Mr. Akira Takizawa.

CONSTRUCTION

As with any limited-run resin kit, building starts with inspection of all parts for casting imperfections, structural weaknesses, damage, and poor fit. This conversion kit was no exception! While some smaller parts that suffered from warpage could be fixed by immersing in hot water, others required complete replacement. There was also lots of flash and mounting points, but not uncommon with such resin kits. I also used a Dremel cutting wheel to "carefully" cut-down large resin flask and do this outside to minimize resin dust. *(pic 1)*

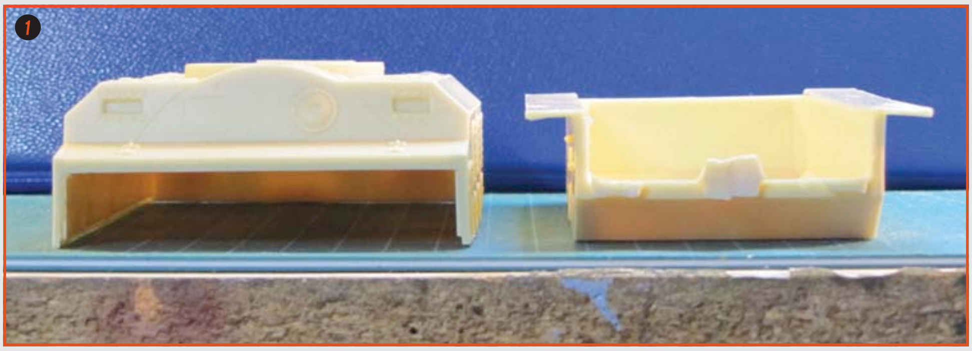
My usual first step is to replace warped or weak parts that form any portion of the main hull structure. This provides a solid foundation for proper alignment of subsequent parts. Thus I started by scratch building new hull fender undersides by cutting away the underside fenders that did not fit well against the hull, replacing them with thick .060 styrene (#363). *(pic 2&3)*

Of course, I used lots of Tamiya putty to fill in casting imperfections and major gaps. *(pic 4&5)*

The Yellow Cat kit does not provide any wheels and only the running gear mounts like so many resin conversion sets do. Given the vehicle is based on the Chi He, one can use any Chi Ha wheels and tracks. I used the running gear from the Fine Molds Chi He Kit No. FNMFM-12. The running gear mounts were replaced with the Fine Molds ones as injection plastic tends to be sharper in detail. These were placed by drilling locating holes accordingly from re-measured and more accurate locations based on plans. *(pic 6-8)*

I casted copies for the rest of the wheels to avoid having to purchase two Chi He kits!

I used a mirror as a flat surface and used slow setting epoxy to install the wheels. This method ensures an even alignment. I then had to use two sets of FriulModel's metal tracks (ATL-70 for the Chi He)! This tank is definitely - BIG! Here is what the final running gear looks like when finished. *(pic 9)*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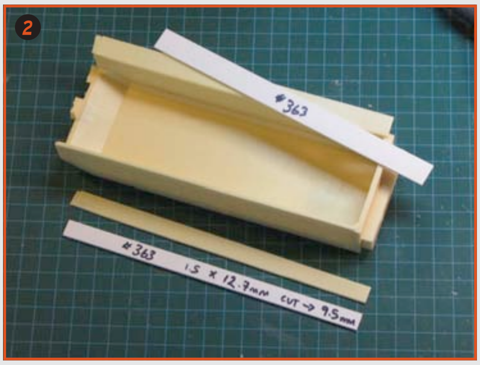
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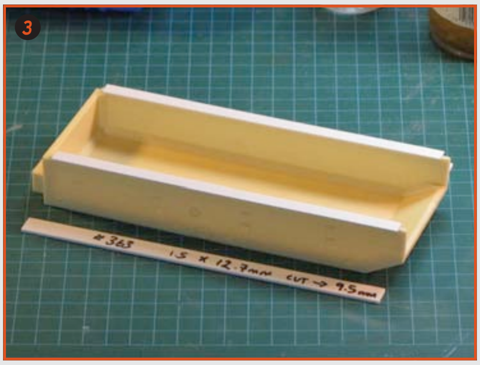
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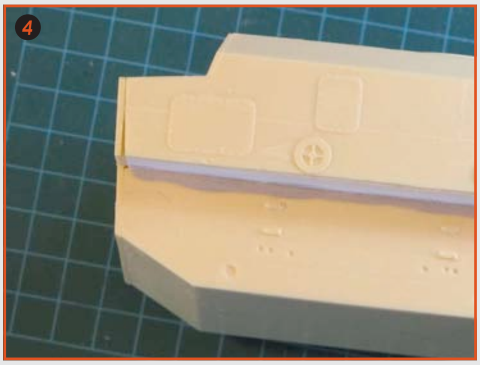
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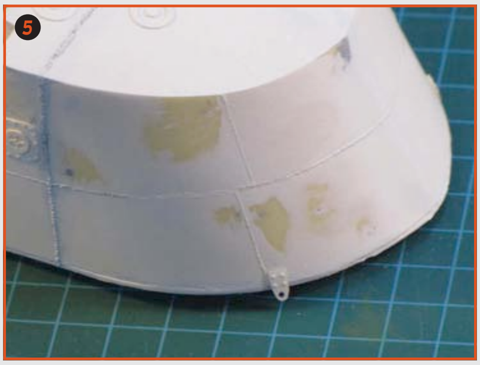
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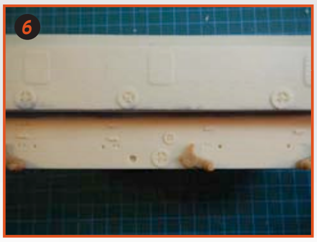
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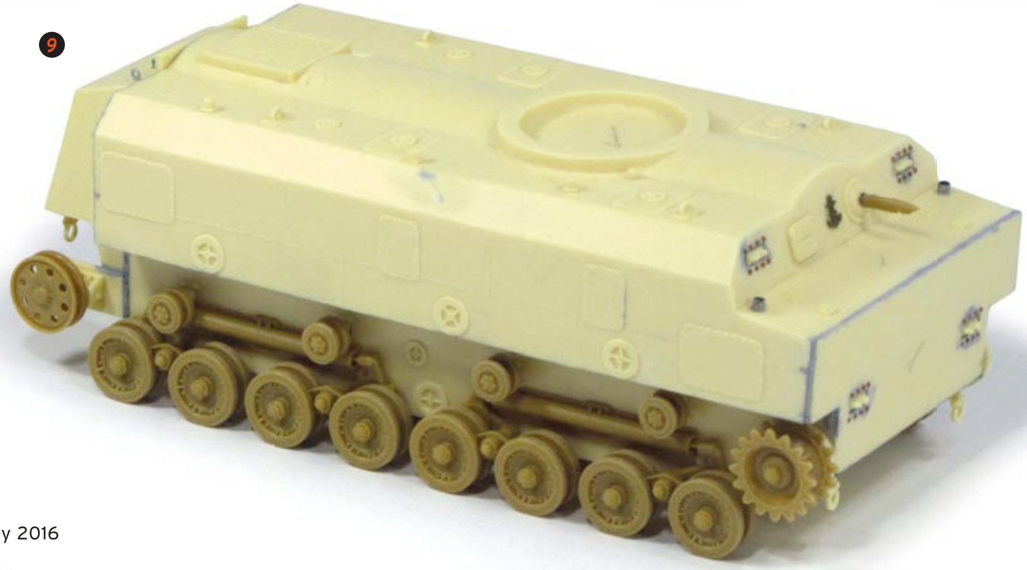

9

Now that the lower hull and running gear are complete, I turned my attention towards the upper hull details. Almost all resin kits require the replacement of small soft details like grab handles and weld-lines that are the result of the limitations of limited-run castings. I first added and replaced all rivet detail based on what I could see from photos of the original vehicle (Tichy rivets offer many sizes). *(pic 10&11)*

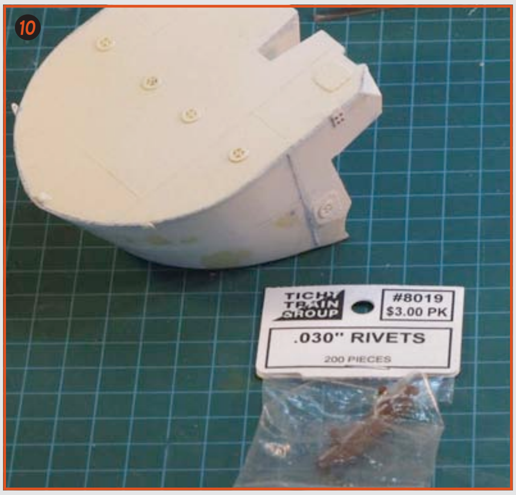
To decrease the chance of leakage, all apertures on the real vehicle had rubber seals and all steel joints were welded. I added weld-lines using two methods: 1) using 1:35 commercial photo-etch weld-lines from Aber; and 2) masking off the thin area where the weld-line will be, applying Tamiya Putty to that area, using a notched toothpick to simulate the weld, and then removing the tape to reveal a nice weld-line! *(pic 12)*

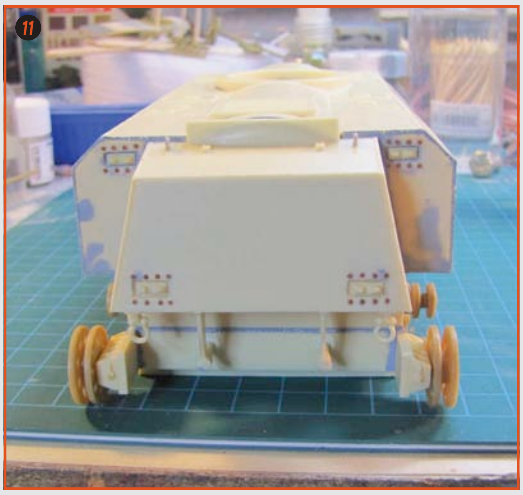
All small details like grab handles, lifting hooks, and pulley mounts that looked too soft, were replaced with scratch built items. Items that were weak were also replaced like substituting brass rod for the rudder mounts. *(pic 13)*

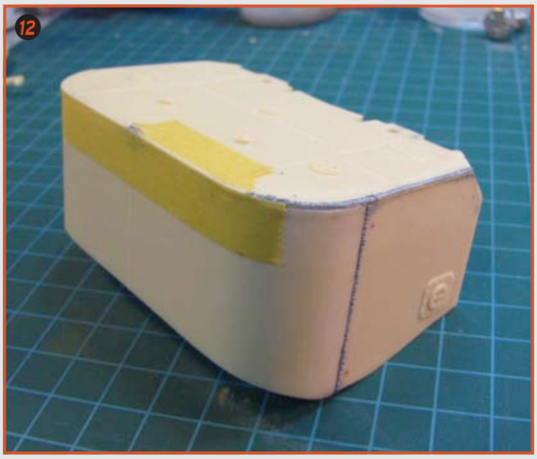
In fact, I added new braces and notches to allow the front and rear floatation devices to be hooked-on, and displayed either rigged for water movement, or separated for land operations. *(pic 14&15)*

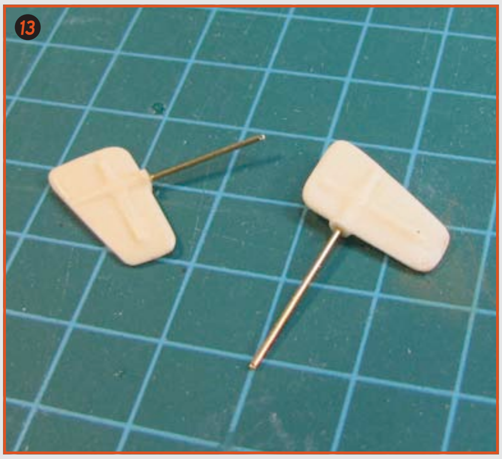
Other details were added including the IJN anchor emblem cast from the Fine Molds Type 89, and MGs, and MG mount from the spares box. *(pic 16)*

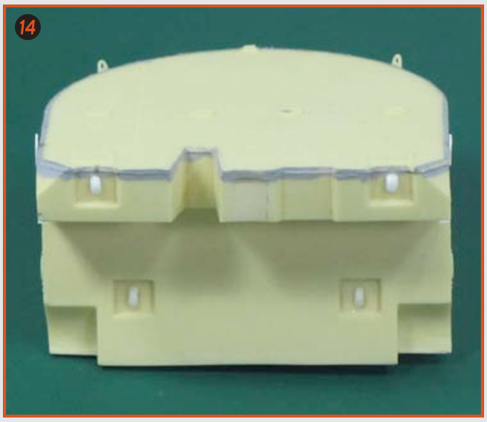
On to the turret! I had to build-up the Ka-Chi hybrid turret using parts from both YELLOW CAT and FINE MOLDS Chi He kits. I found that the Fine Molds mantlet and barrel were superior, and so mated them onto the Yellow Cat hybrid turret with no problem. *(pic 17)* ▶

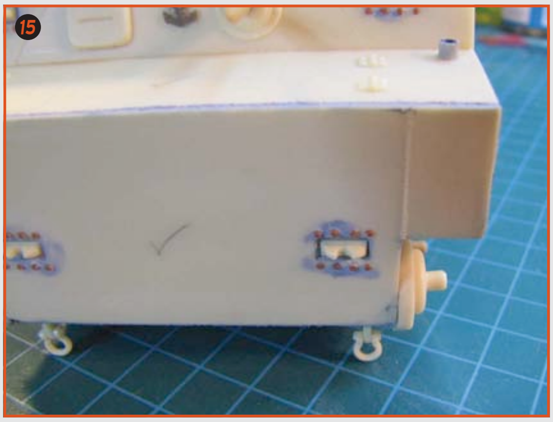


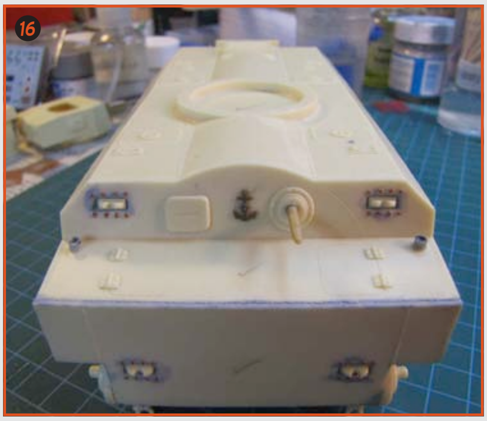


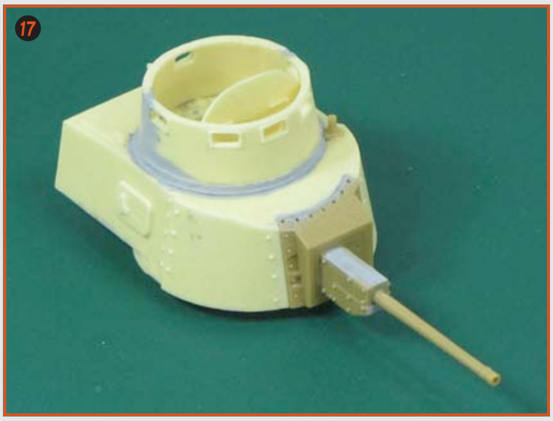












18

WELDBOND
PLUS
THINNER

◀ I also had to add the clear windows to the Commander's copula, using heat formed clear styrene cut to shape, with Weldbond (tinted with some Tamiya Clear Blue) for the smaller vision ports. ***(above)***

You can see that many resin parts required repair by using plastic shims to ensure even flat and smooth surfaces. ***(pic 19&20)***

The Ka-Chi was propelled in the water by two rear propellers. I scratchbuilt new propeller mounts and replaced the propellers with G-FACTOR 1:350 USS Hornet Ships Propellers (yes they fit!). ***(pic 21)***

Steel constructed flotation devices were mounted on the glacis plate and rear deck by pincer clamps which could be released from the inside by the crew once the vehicle had landed on the beach. Note the pontoon in the period photo were made in sub-sections. ***(pic 22)***

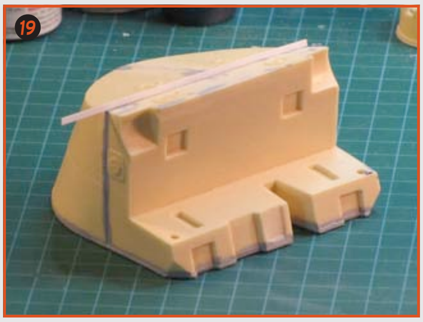
The exhaust muffler as you can see is very plain and lacks detail. I added replacement screening and new piping. ***(pic 23)***

The sheer size of this model is noticeable when compared to a 1:35 figure in this photo! ***(pic 24)***

The pontoons required extensive plastic shims to correct a badly deformed underside, and to make them site level with the hull. ***(pic 25&26)***

The model prior to painting. ***(pic 27)***

19



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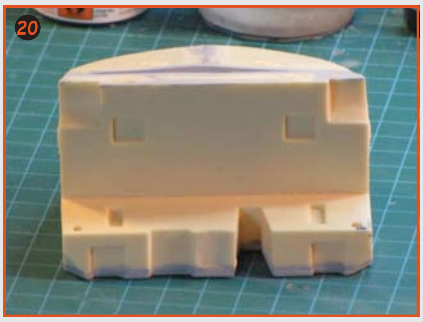

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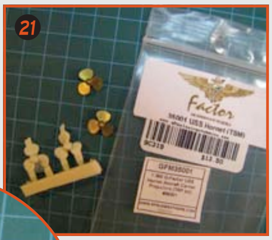

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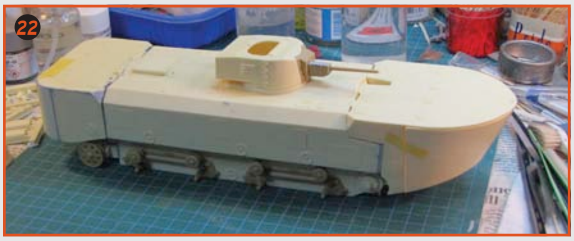

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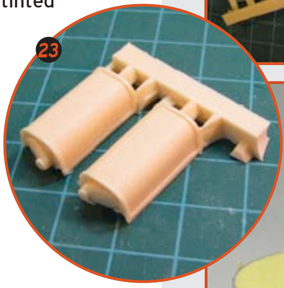

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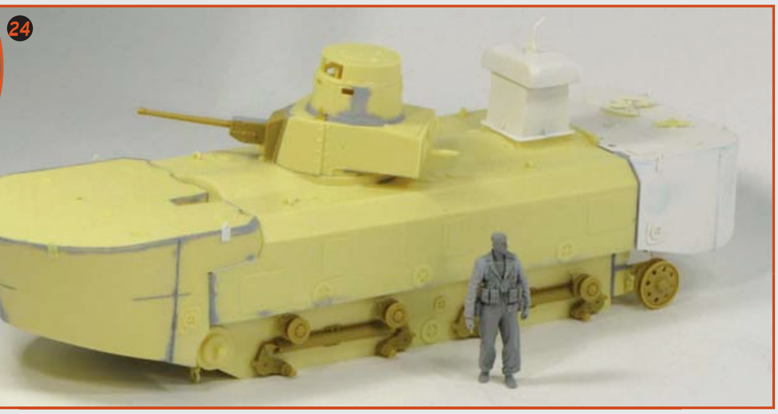

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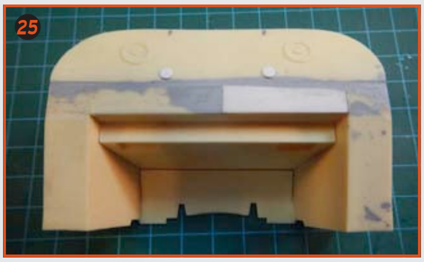

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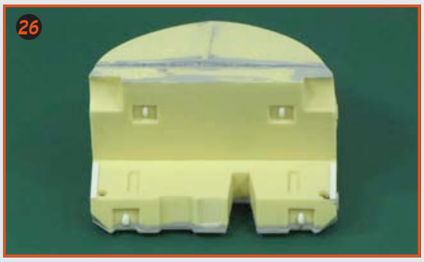

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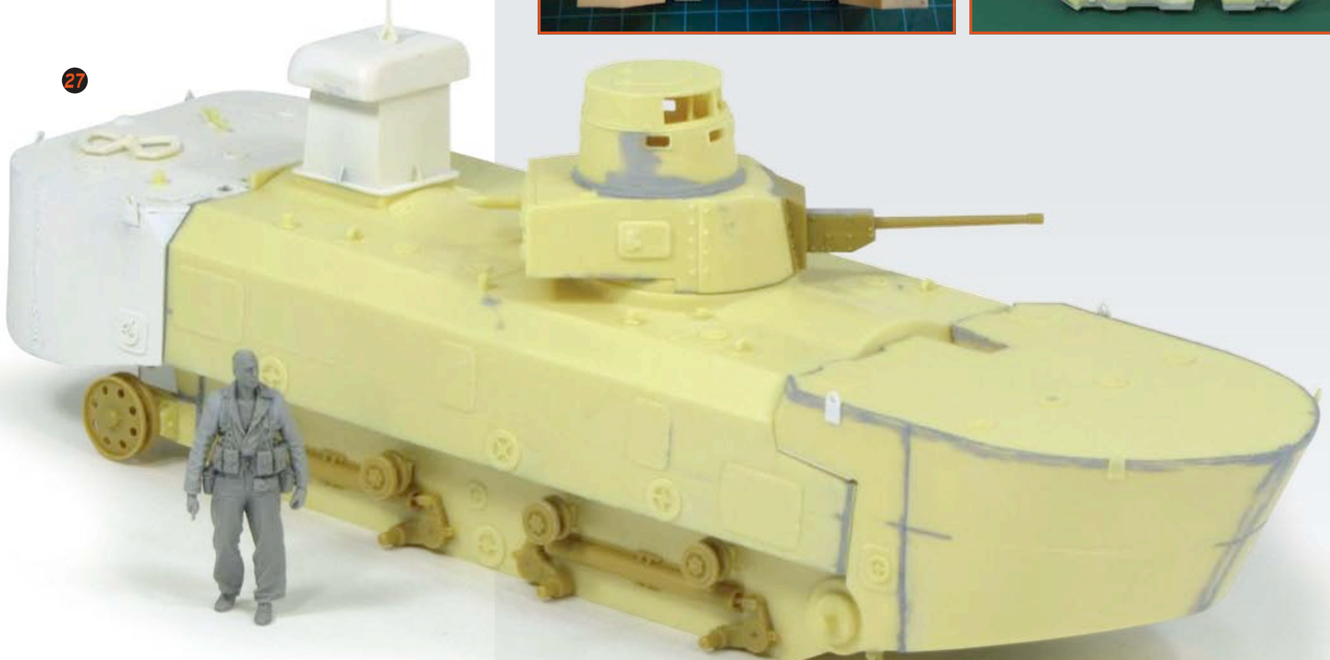
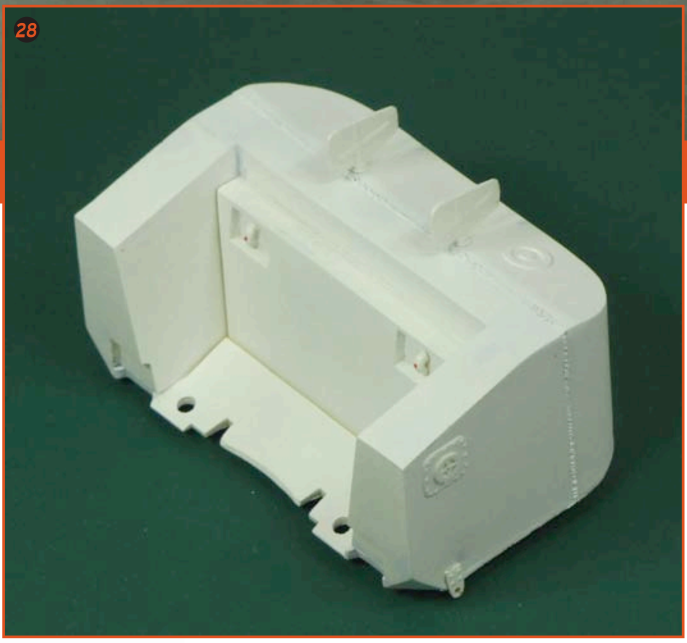



28

PAINTING & WEATHERING

This project was one of the most challenging armour paint subjects I have done. This is all the more ironic given the single rather monochrome scheme! The difficulty was to replicate the colours and weathering on a vehicle that did not see a lot of combat, but to simulate subtle but noticeable water and salt stains on the lower hull.

As with all multi-media kits and subsequent modifications, I primed the entire model using Tamiya Fine Primer White directly from the can. *(pic 28)*

This was followed by the base colours. I used different colours on the front and rear pontoons, and main tank in order to provide colour interest to an otherwise bland scheme. I used the following colours based on my own artistic licensing, focusing to keep them all within an olive green "range" to avoid too much contrast:

29

Studio
SILK & GLOSS
VOLUME SPRAY
TAMIYA COLOR

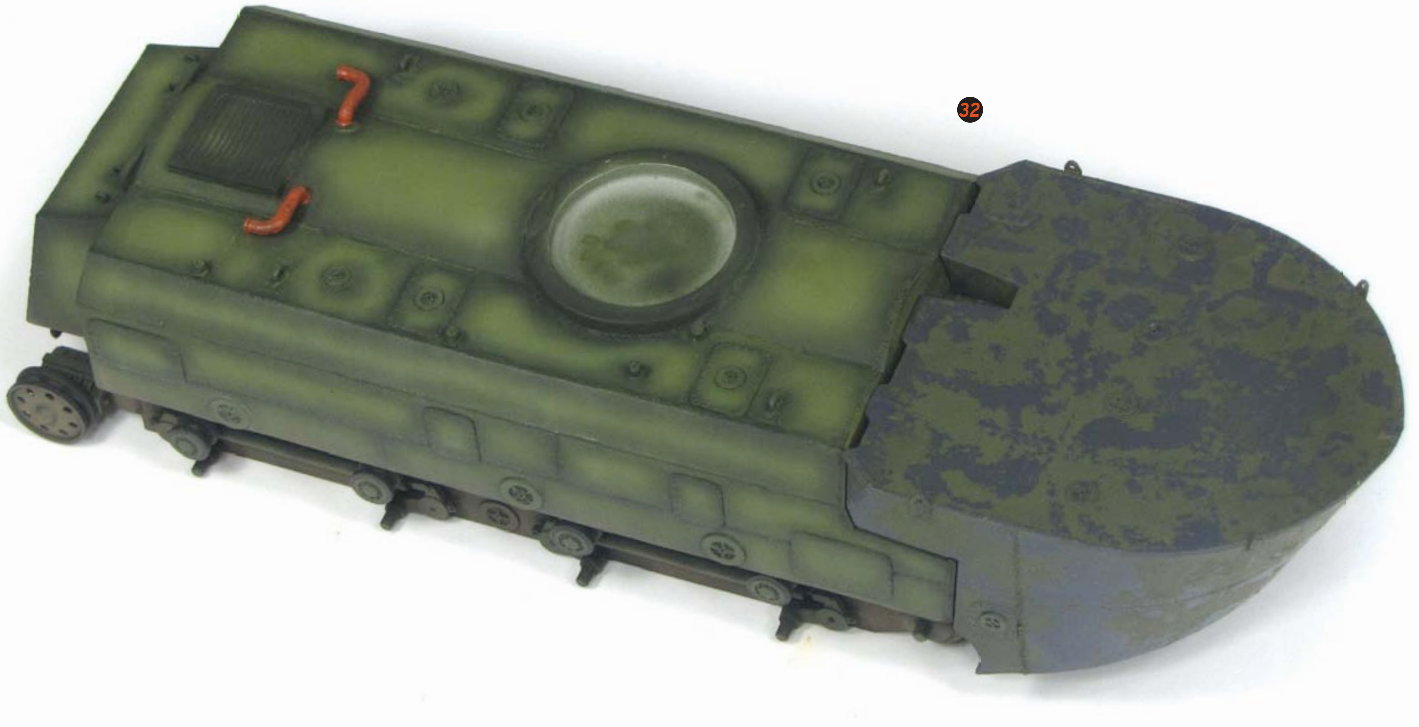
30

SILK & GLOSS
VOLUME SPRAY
400mL
DANGER
XF-81

31

I started by using the "hairspray" technique using a base coat of dark grey. I focused only on the main ventilation trunk, and front and rear pontoons. Lots of period photos show excessive wear and paint flaking on amphibious vehicles. Once the hairspray was applied, I used varying tones of the base colours and then chipped the topcoats away to reveal paint chipping. *(pic 29-31)* ▶

> **"Thanks to its unique design, the tank was entirely waterproof and could be launched from submarines much like a midget submarine..."**


32

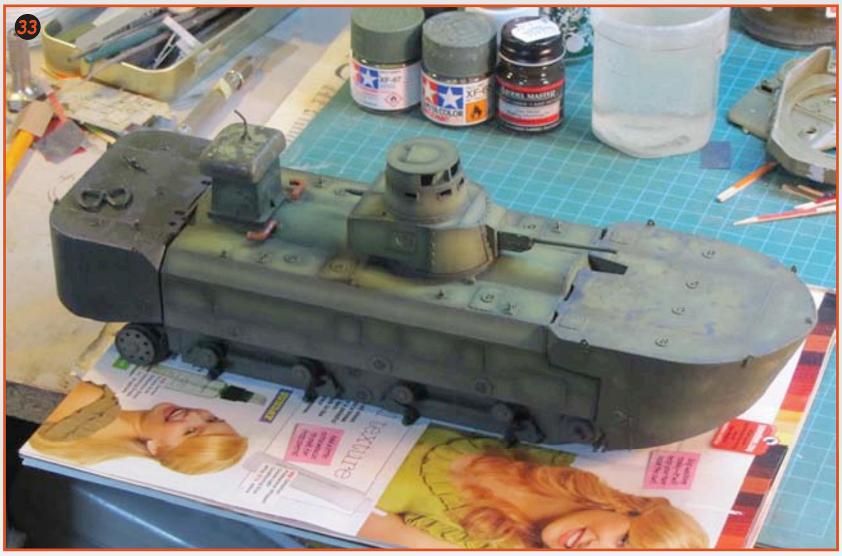
Now I began the painting process as follows:

Front Pontoon, and Main Snorkel Vent:
- Tamiya Spray TS-48 Gunship Grey as base coat.
- XF-81 (RAF Dark Green) modulating with darker and lighter shades of this colour.
- XF-73 (Dark Green) + XF-67 (Nato Green) applied using the hairspray technique to simulate wear.

Main Tank:
- Tamiya Spray AS-14 (Olive Green) as base coat.
- XF-67 (NATO Green) applied using the hairspray technique to simulate wear.

Rear Pontoon:
- Tamiya Spray TS-48 Gunship Grey as base coat.
- XF-13 (Japanese Army Green) modulating with darker and lighter shades of this colour.
- XF-65 (Field Grey) + XF-67 (NATO Green) and XF-27 (RLM Grey) applied using the hairspray technique to simulate wear.

33



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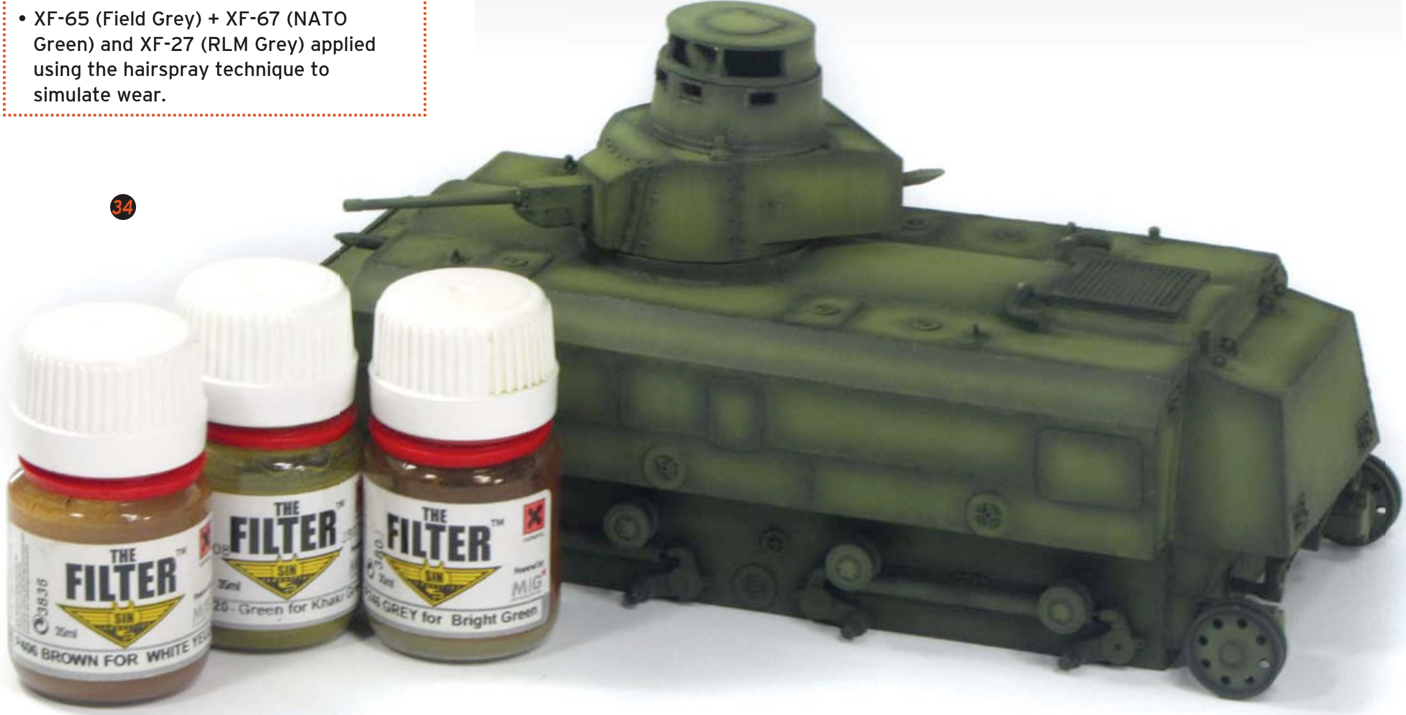


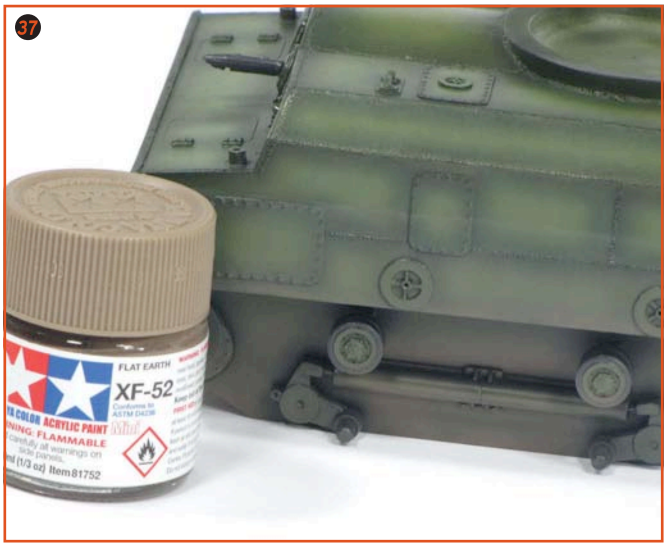
Photos show the progression of weathering from initial modulation through the use of filters, washes and oils. I do not have a prescribed formula and can only describe it as layering and re-layering colours to achieve the tones I want. Notice the variation in colours between the pontoons and main hull. This is intentional as this modulation will be toned down once filters and washes arte applied, and provide a sense of variation and depth to an otherwise monotone scheme. ***(pic 32-36)***

35

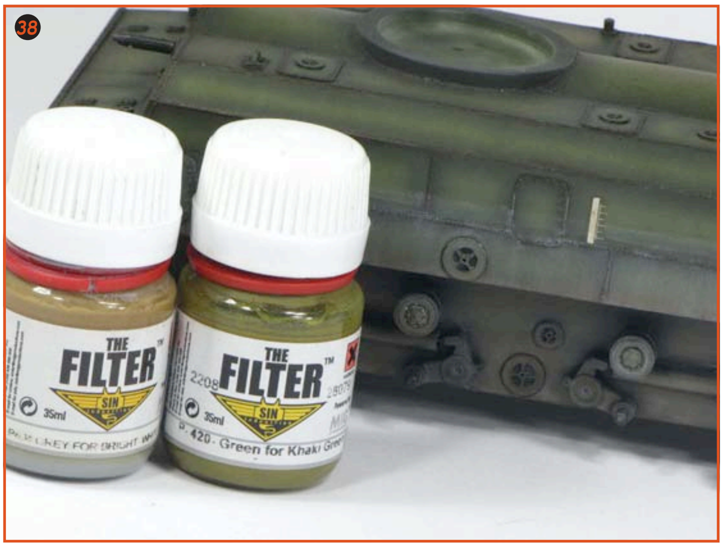
THE FILTER
GREEN for Light Gree

36

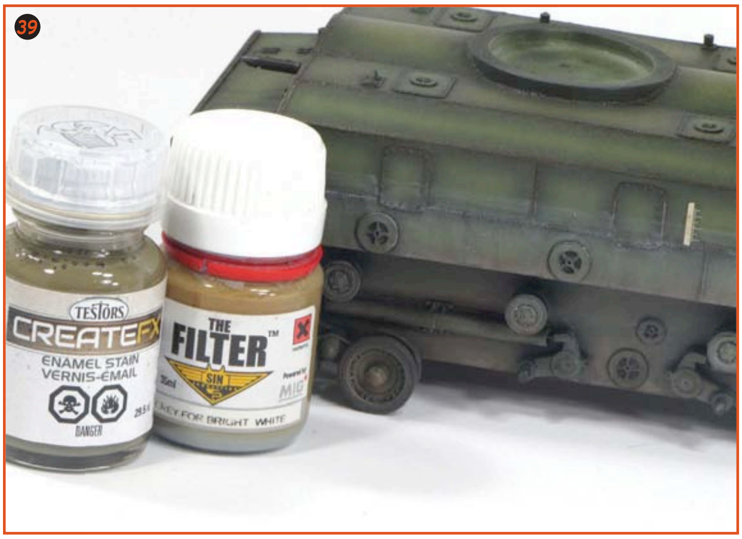
37


FLAT EARTH
XF-52
ACRYLIC PAINT
FLAMMABLE
Item 81752

38


THE FILTER
SIN
35ml
GREY FOR BRIGHT WHITE
THE FILTER
SIN
35ml
420 - Green for Khaki Green

39


TESTORS
CREATEFX
ENAMEL STAIN
VERNIS-ÉMAIL
DANGER
THE FILTER
SIN
35ml
MIG
GREY FOR BRIGHT WHITE

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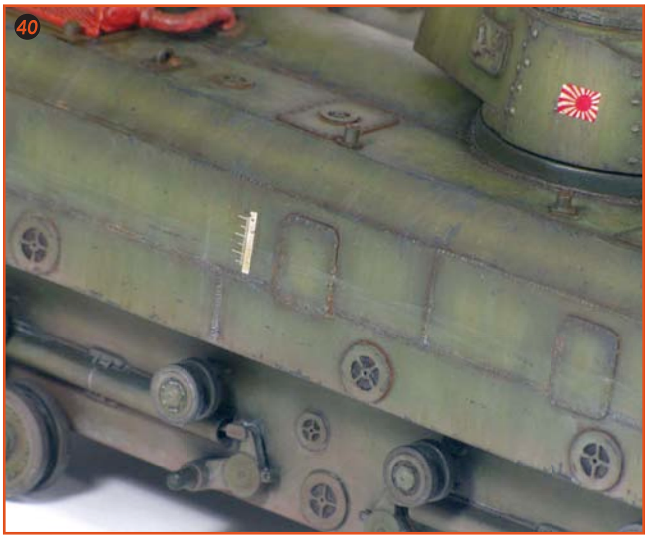


The next step was most difficult and after experimenting, came up with this approach to simulate salt water stains on the lower areas of the vehicle when submerged. I used a variety of filters applied by hand in vertical strokes, and then blended with thinners. I had to re-apply some olive coloured filters to tone-down the light grey filters. This went back-and-forth until I got a subtle salt-water effect. I started with a very light over spray of Tamiya XF-52 (Flat Earth) to simulate dirt on all undersides of the vehicle. *(pic 37)*

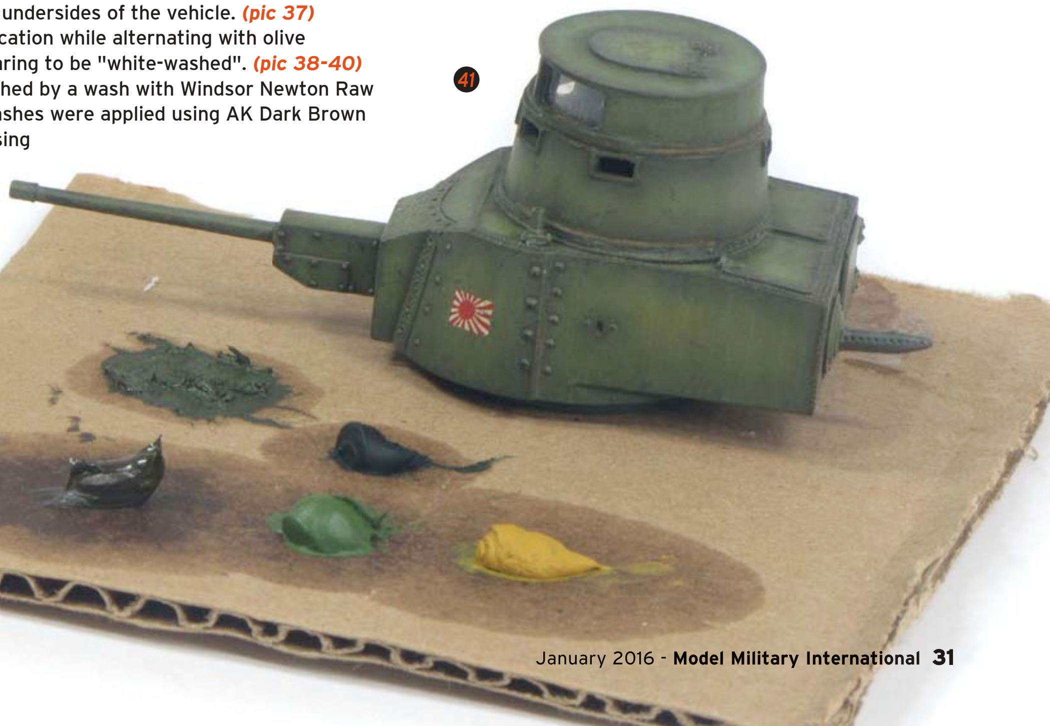
I then applied several filters in very light application while alternating with olive coloured oils to balance the effect without appearing to be "white-washed". *(pic 38-40)*

Final weathering on the vehicle was accomplished by a wash with Windsor Newton Raw Umber oils thinned with Humbrol Thinner. Pin washes were applied using AK Dark Brown Wash (AK045). I followed up with drybrushing using lighter oil-based olive colours.

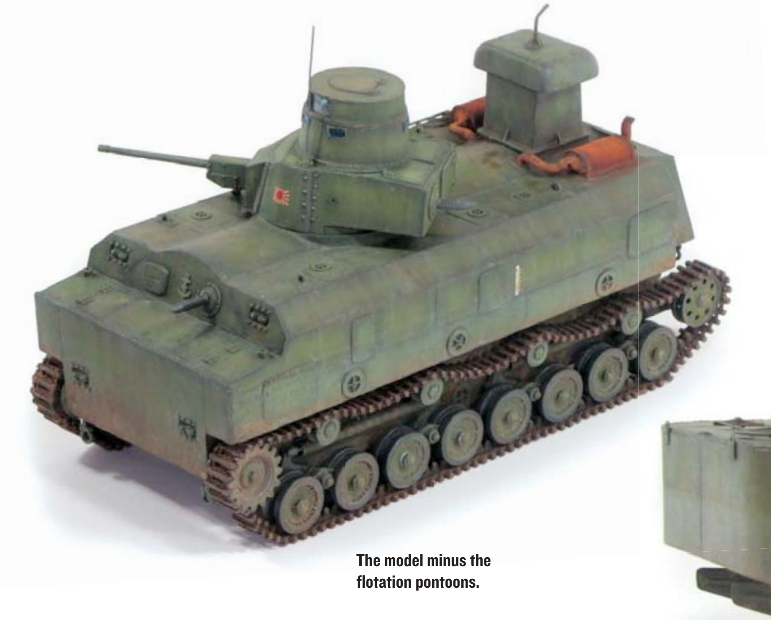
Oil mapping was used to bring back colour and add depth, using a variety of green and tan oils. *(pic 41)*

In conclusion, all this work is worth the effort to produce a very rare and interesting vehicle that compliments my collection of Japanese tanks of WWII! ▶

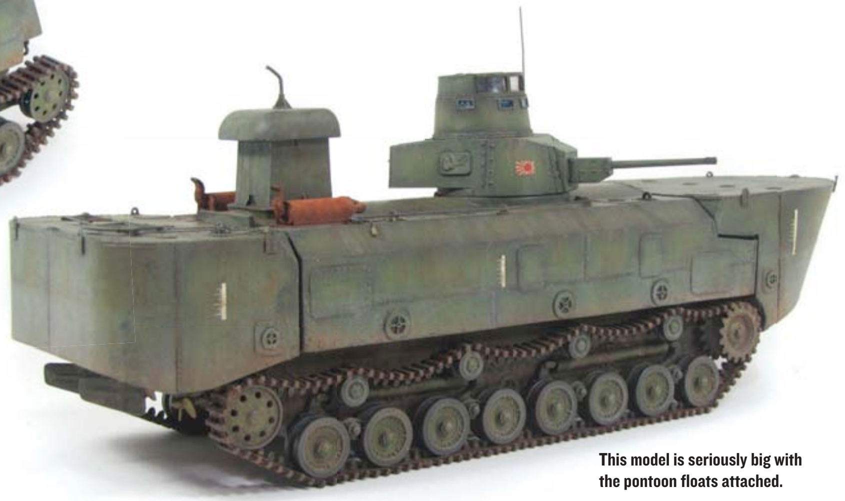
41



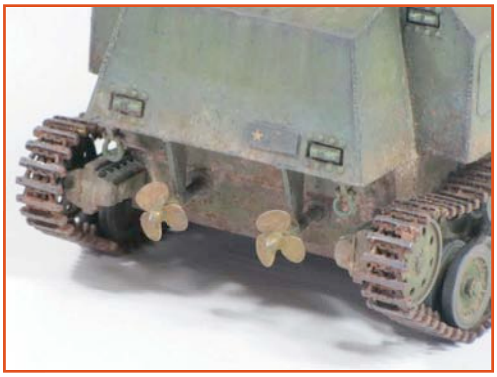
“At the time of this article, no injection kits exist of this unique vehicle…”



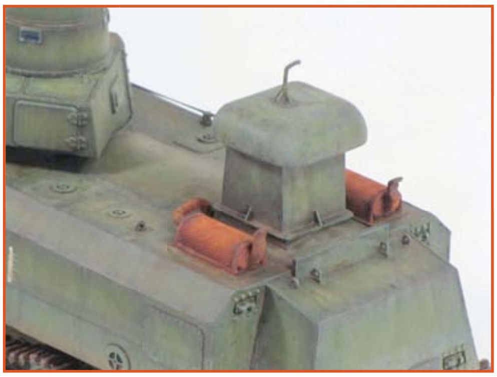
The model minus the flotation pontoons.



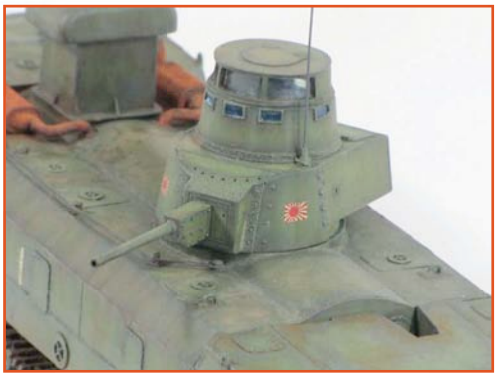
This model is seriously big with the pontoon floats attached.



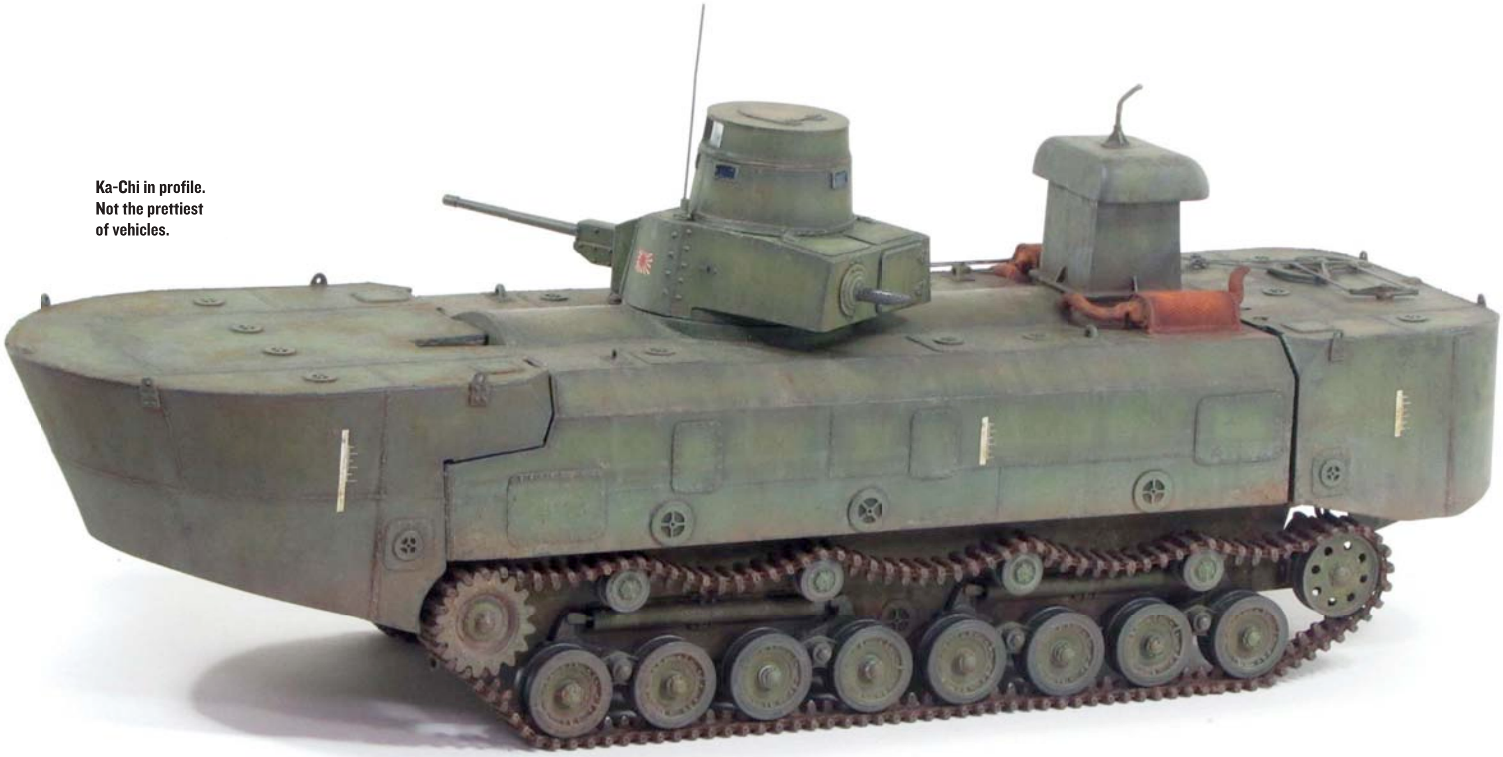
The two propellers at the rear of the vehicle.



Exhausts are located on the upper rear deck.



The turret with its observation tower.



Ka-Chi in profile. Not the prettiest of vehicles.

HMS Queen Elizabeth 1943 1/350

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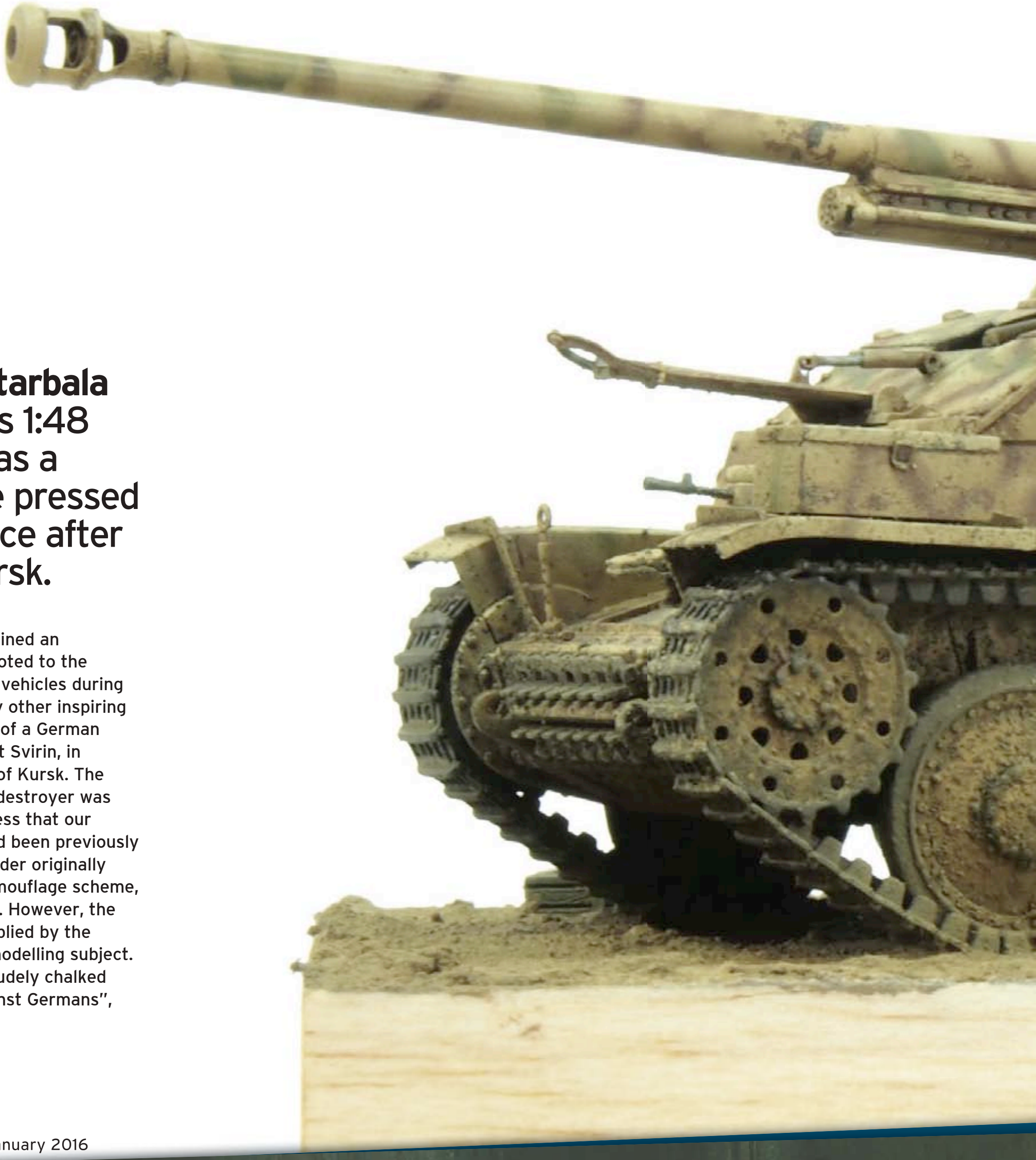


Kamil Feliks Sztarbala finishes Tamiya's 1:48 scale Marder III as a captured vehicle pressed into Soviet service after the Battle of Kursk.

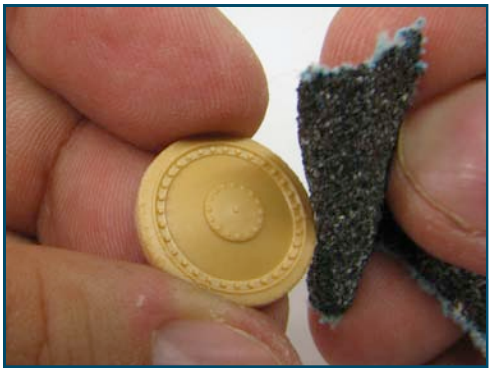
Many years ago, I obtained an interesting book devoted to the Soviet use of enemy vehicles during WWII. Amongst many other inspiring pictures, it includes two photos of a German Marder III, captured by Sergeant Svirin, in the Orel area during the Battle of Kursk. The captions indicate that the tank destroyer was fully operational, so we may guess that our "hero" caught a vehicle that had been previously abandoned by its crew. The Marder originally carried a common tri-colour camouflage scheme, and just a basic set of markings. However, the quick denazification process applied by the Soviets, made it an attractive modelling subject. What really stands out is the crudely chalked patriotic slogan, meaning "Against Germans", which includes a spelling error.

Y

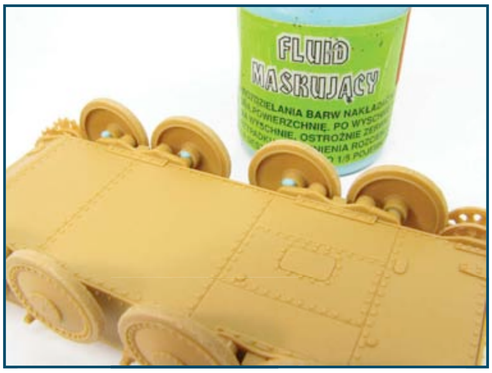
CONSTRUCTION

As I decided to depict the scene in 1:48 scale, Tamiya's Marder III was an obvious choice for the vehicle. The kit was to be improved using Hauler's photo-etched sets and a turned metal barrel from RB Model.

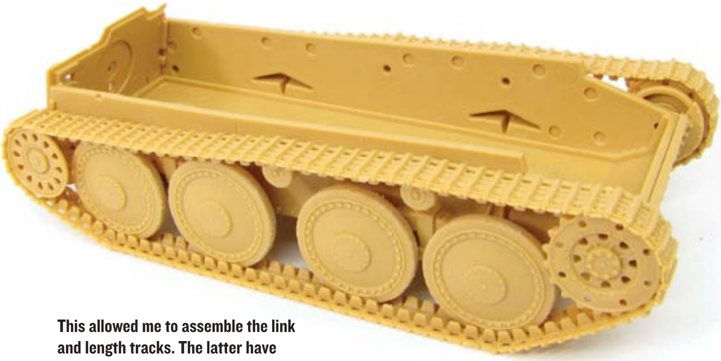
Thanks to the perfect fit of the parts, the lower hull tub went together in a flash.



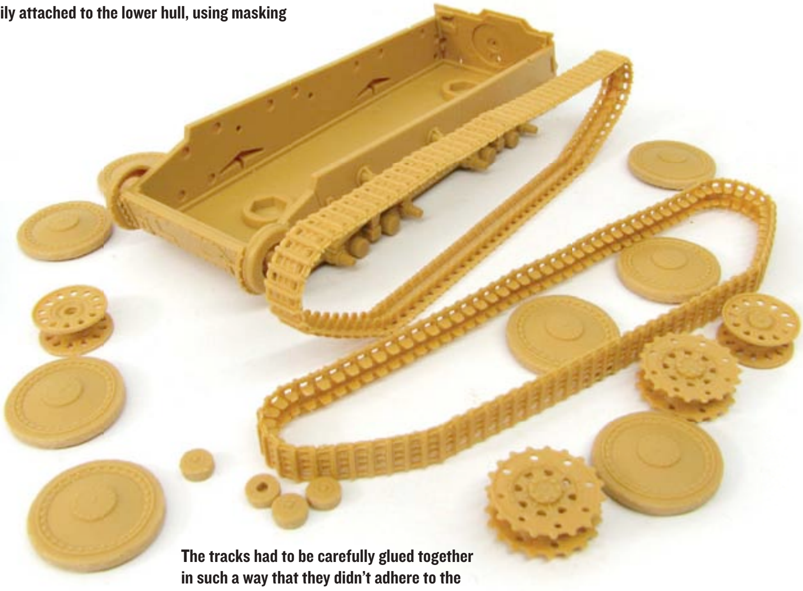
At this stage, it was convenient to build the running gear. Firstly, I cleaned all the wheels and added some damage to their rubber rims by rubbing them with coarse sandpaper.



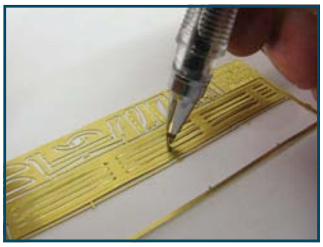
The wheels were temporarily attached to the lower hull, using masking fluid as an adhesive.



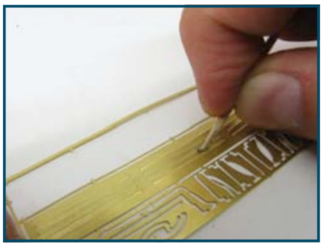
This allowed me to assemble the link and length tracks. The latter have their longer portions pre-formed, which saves us some time.



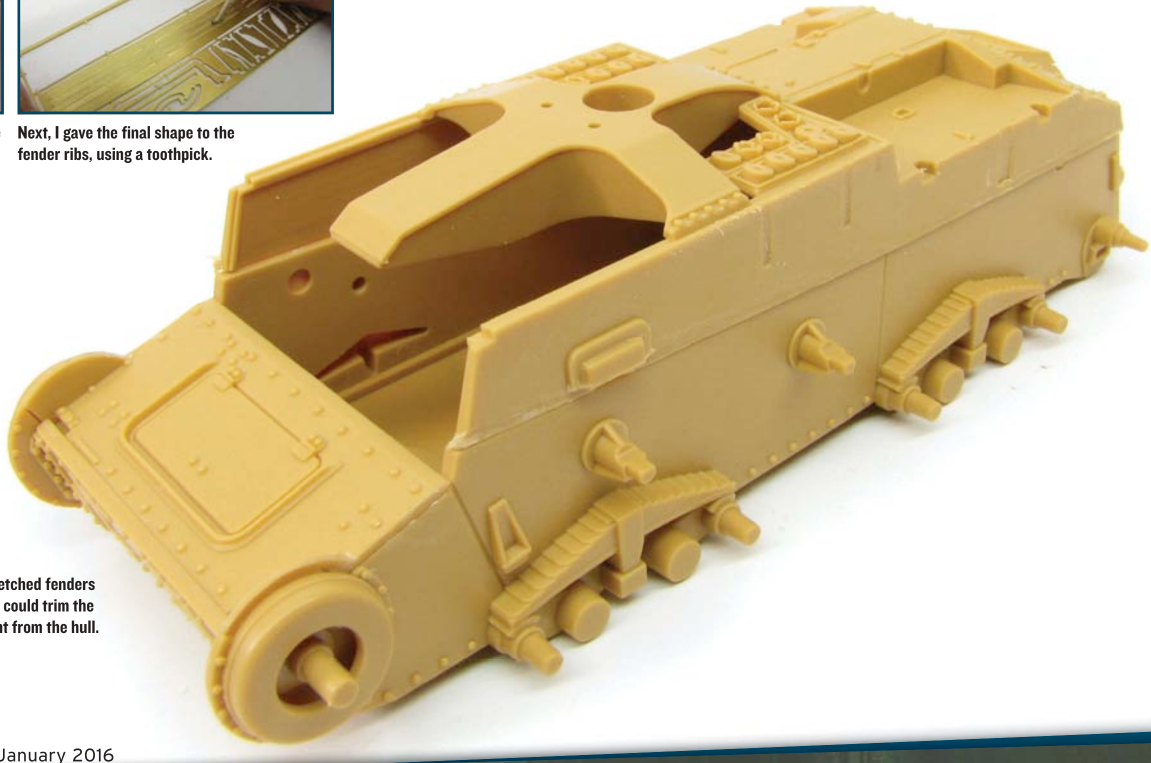
The tracks had to be carefully glued together in such a way that they didn't adhere to the wheels, because it's easier to paint all running gear components separately.



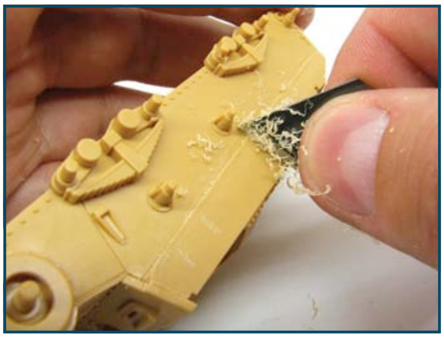
I then turned my attention to the fenders. As the photo-etched parts were flat, I had to impress the strengthening ribs from the bottom, using a ballpoint pen.



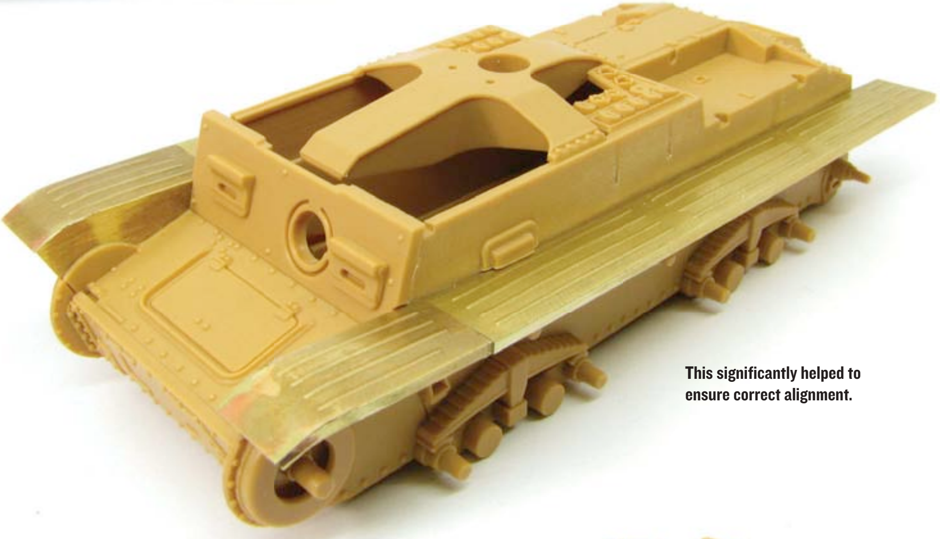
Next, I gave the final shape to the fender ribs, using a toothpick.



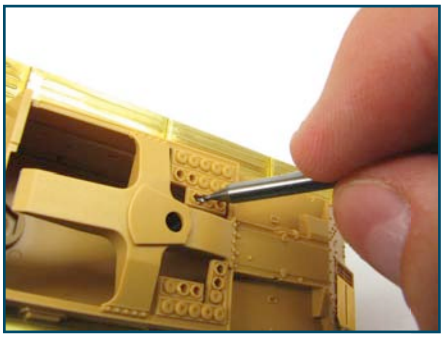
Once the photo-etched fenders were complete, I could trim the plastic equivalent from the hull.



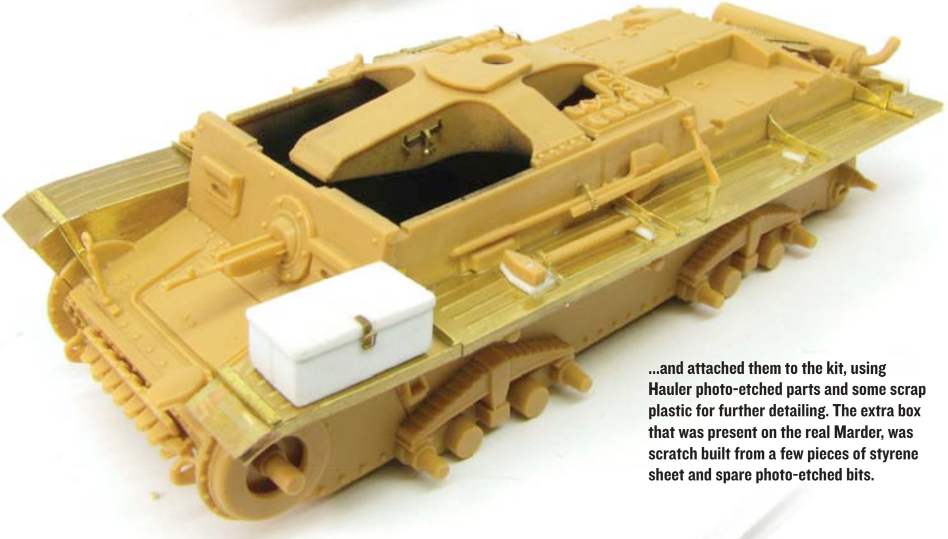
To adjust the replacement fenders to the lower hull tub, I had to gently sand the sides of the lower part of the superstructure.



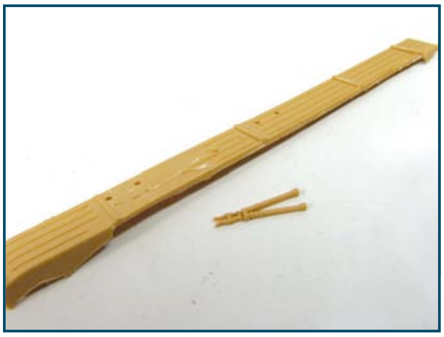
This significantly helped to ensure correct alignment.



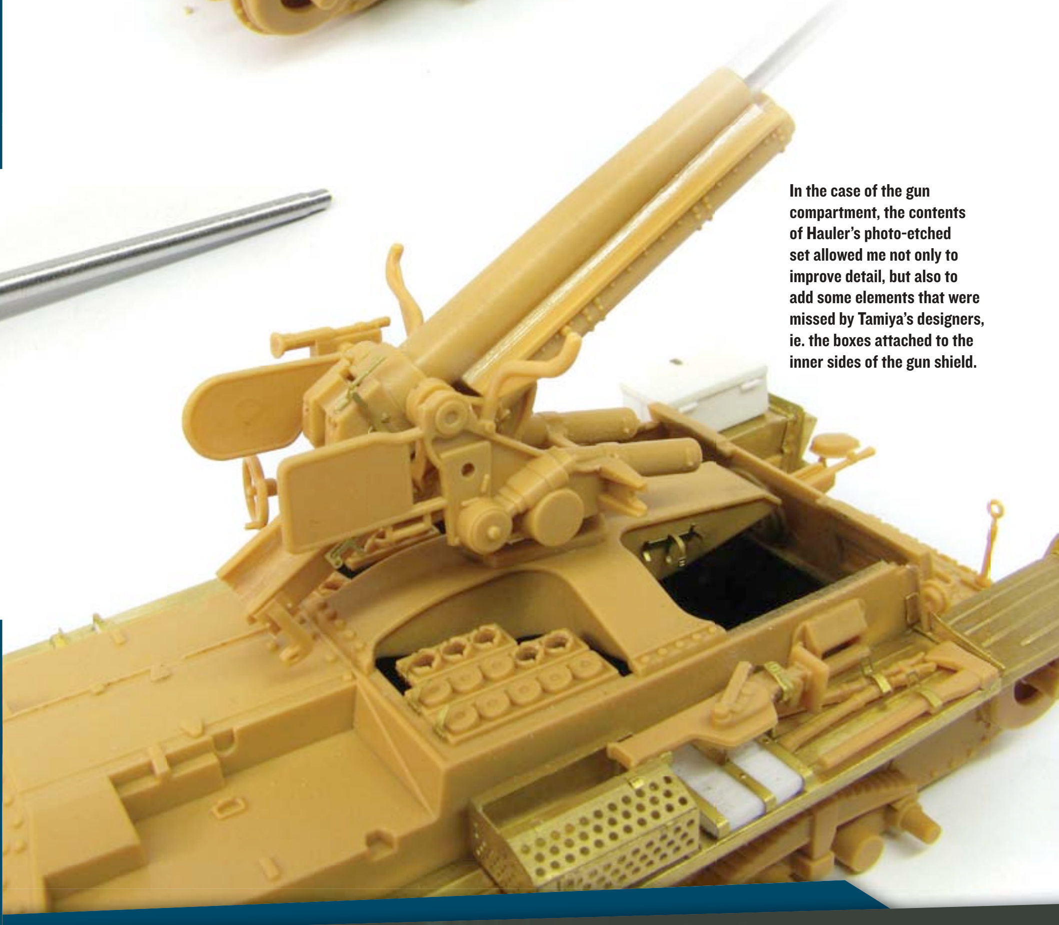
Afterwards, I focused on adding various details. I enlarged the apertures in the empty shell holders...



...and attached them to the kit, using Hauler photo-etched parts and some scrap plastic for further detailing. The extra box that was present on the real Marder, was scratch built from a few pieces of styrene sheet and spare photo-etched bits.

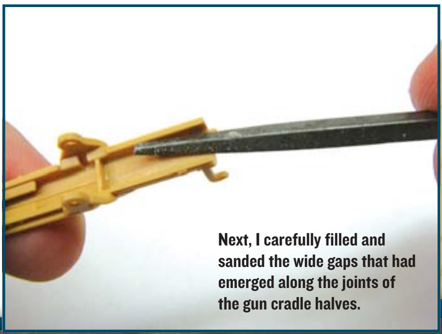


...cut away the tools from the Tamiya fenders...



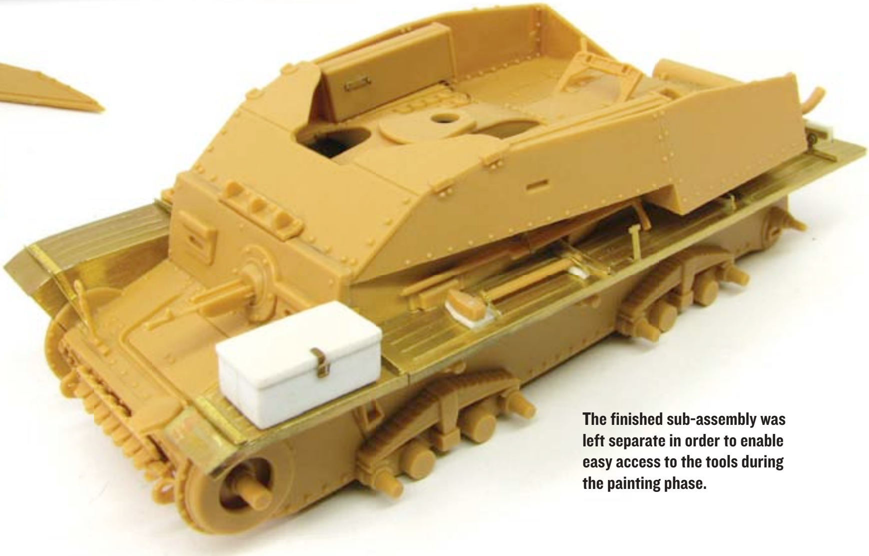
In the case of the gun compartment, the contents of Hauler's photo-etched set allowed me not only to improve detail, but also to add some elements that were missed by Tamiya's designers, ie. the boxes attached to the inner sides of the gun shield.

With the hull complete, I could assemble the fighting compartment. Firstly, I replaced the plastic gun barrel with a turned metal one produced by RB Model.



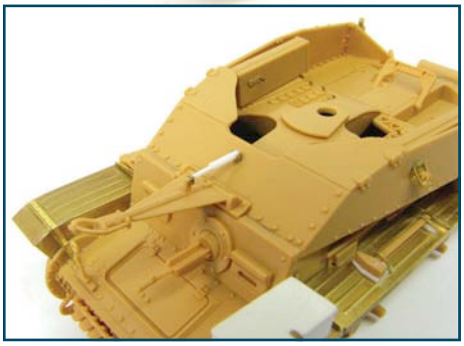
Next, I carefully filled and sanded the wide gaps that had emerged along the joints of the gun cradle halves.

As the inner sides of the upper part of the superstructure would be partially visible in the finished kit, I had to fill the numerous ejector pin marks located on these surfaces. For this purpose, I used C.A. glue.

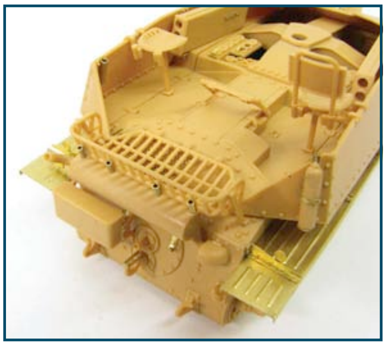


The finished sub-assembly was left separate in order to enable easy access to the tools during the painting phase.

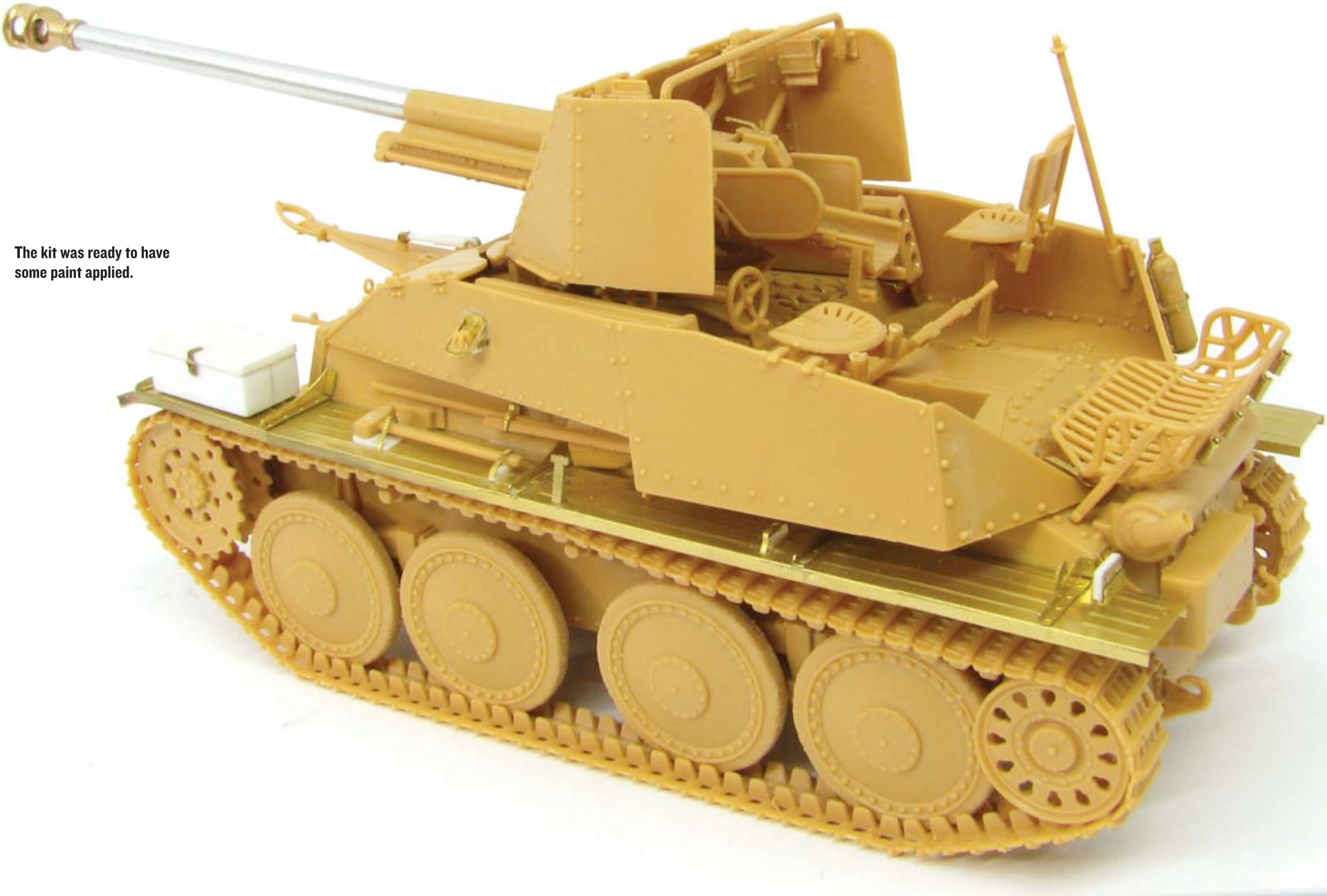
I also drilled out the shell holders, replicating them in an empty condition because the protruding shell ends were over-simplified.



Using some spare photo-etched parts and lengths of styrene rod, I created the actuator for the barrel travel lock.

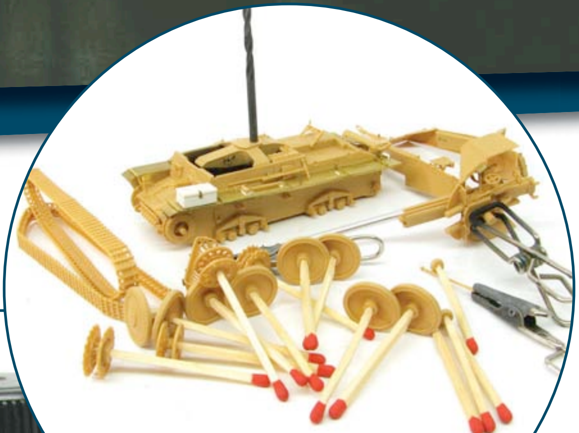


The rear basket sockets were made from lengths of Griffon Model brass tubing.

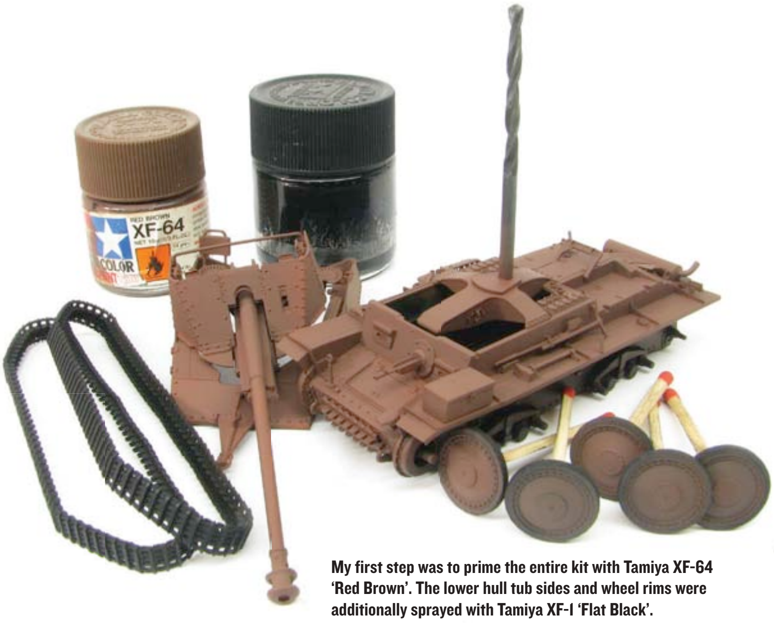


The kit was ready to have some paint applied.

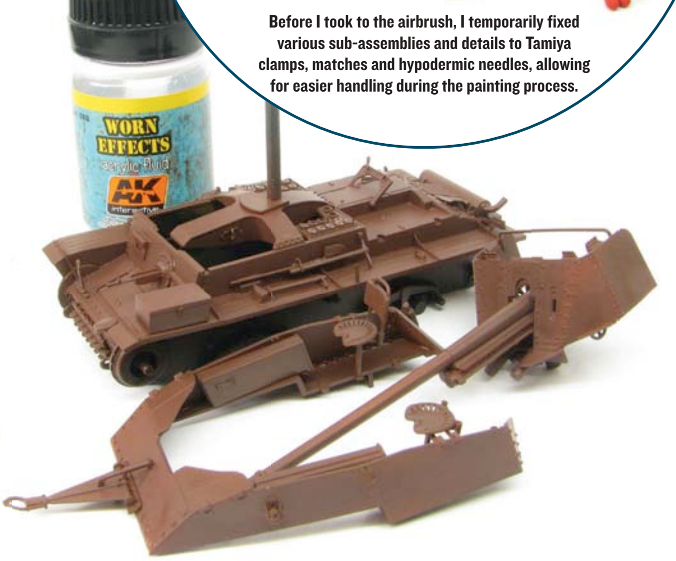
PAINTING



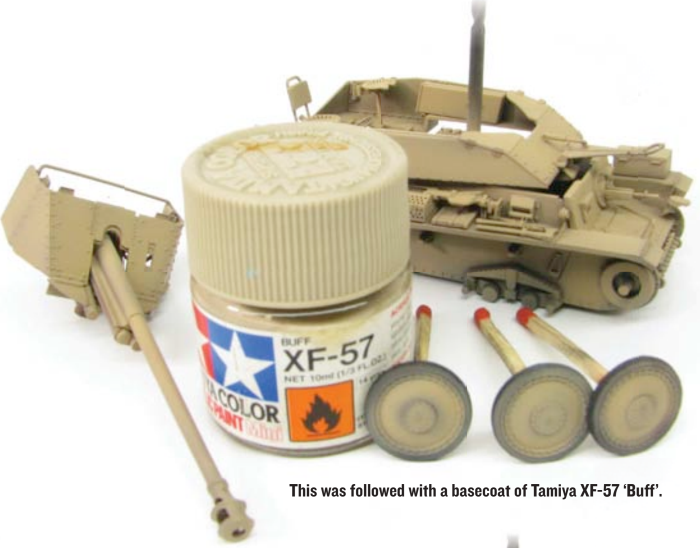
Before I took to the airbrush, I temporarily fixed various sub-assemblies and details to Tamiya clamps, matches and hypodermic needles, allowing for easier handling during the painting process.



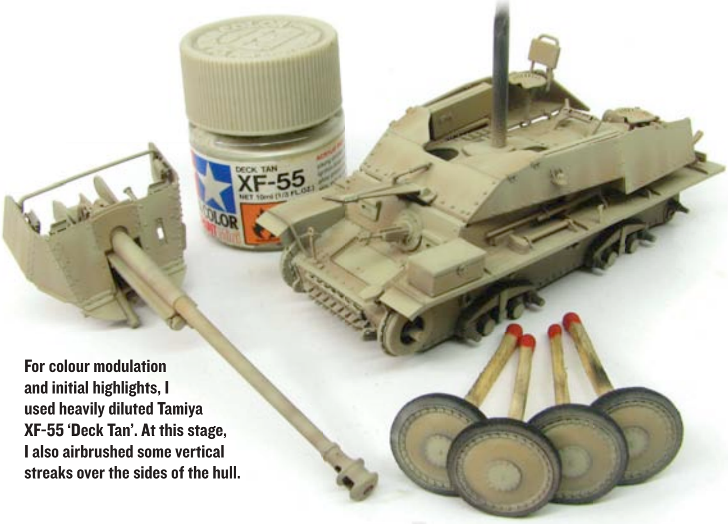
My first step was to prime the entire kit with Tamiya XF-64 'Red Brown'. The lower hull tub sides and wheel rims were additionally sprayed with Tamiya XF-1 'Flat Black'.



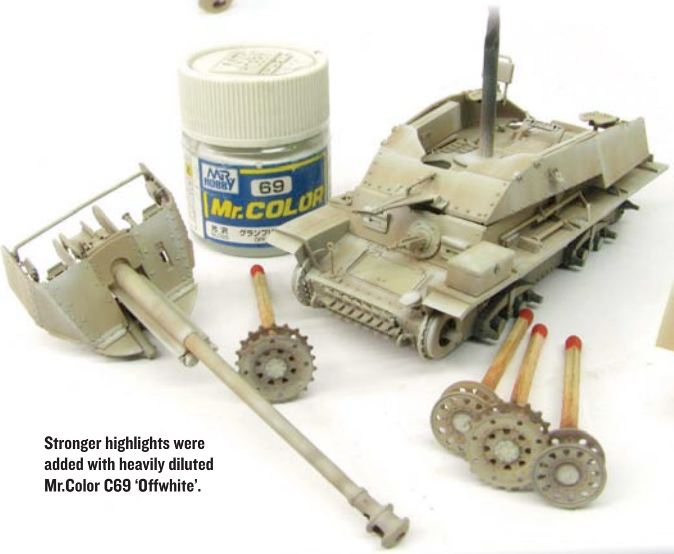
Once the paint had dried, I applied a layer of AK-Interactive AK088 'Worn Effects Fluid' over the hull and fighting compartment.



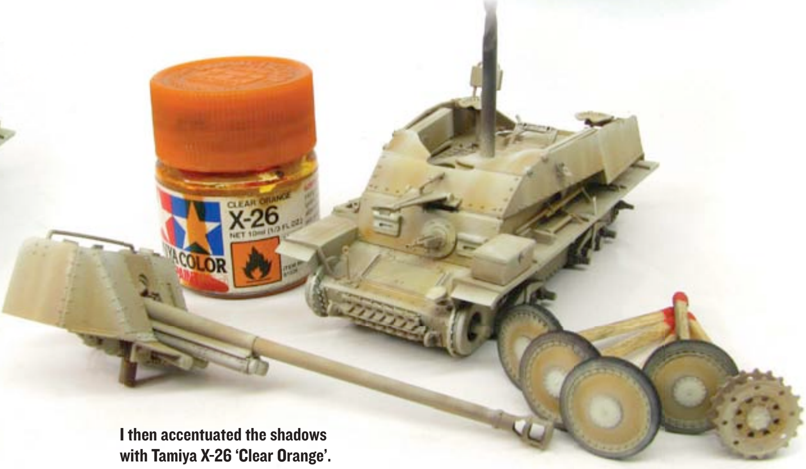
This was followed with a basecoat of Tamiya XF-57 'Buff'.



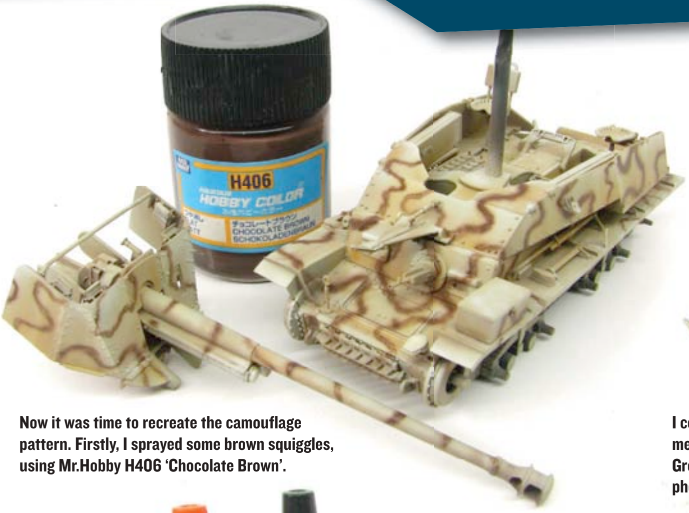
For colour modulation and initial highlights, I used heavily diluted Tamiya XF-55 'Deck Tan'. At this stage, I also airbrushed some vertical streaks over the sides of the hull.



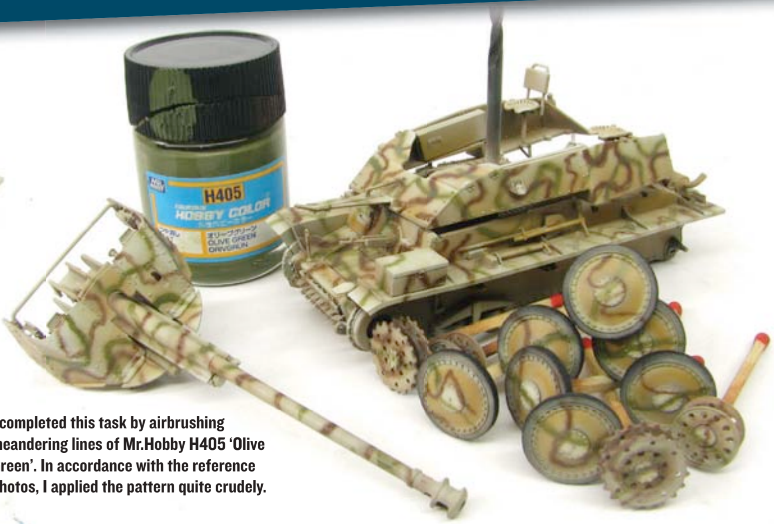
Stronger highlights were added with heavily diluted Mr.Color C69 'Offwhite'.



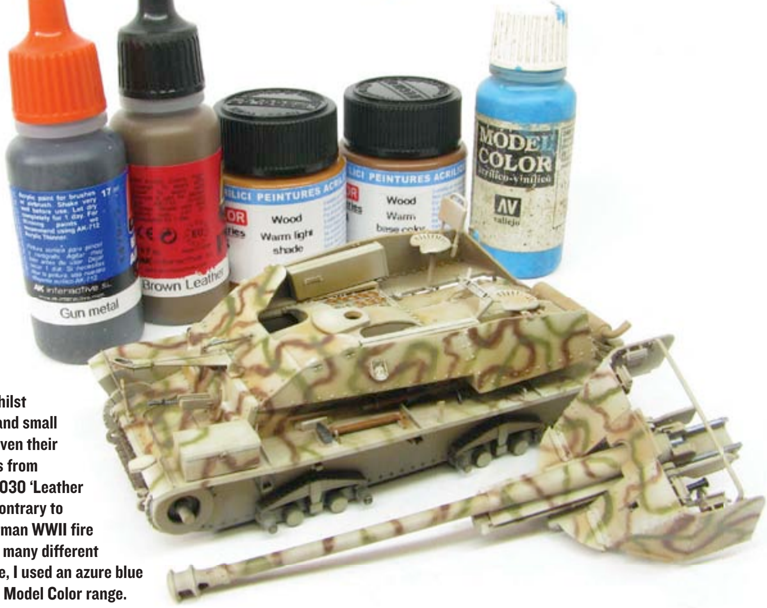
I then accentuated the shadows with Tamiya X-26 'Clear Orange'.



Now it was time to recreate the camouflage pattern. Firstly, I sprayed some brown squiggles, using Mr.Hobby H406 'Chocolate Brown'.



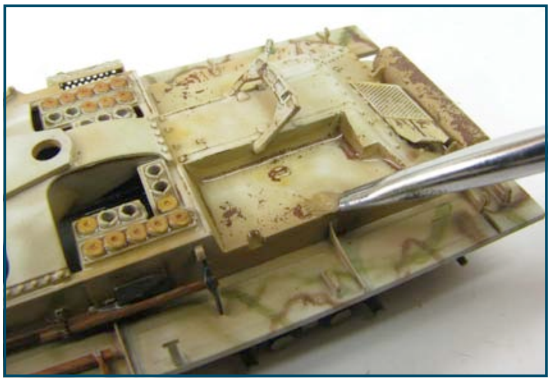
I completed this task by airbrushing meandering lines of Mr.Hobby H405 'Olive Green'. In accordance with the reference photos, I applied the pattern quite crudely.



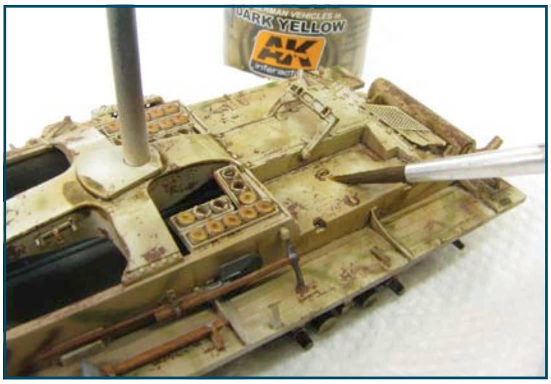
The details were brush-painted with various acrylics. I used the contents of Lifecolor CS-20 'Weathered Wood Set' for finishing the tool handles, whilst the leather straps and small metal parts were given their appropriate colours from AK-interactive AK3030 'Leather and Buckles' set. Contrary to common belief, German WWII fire extinguishers wore many different colours. In this case, I used an azure blue paint from Vallejo's Model Color range.

The rubber wheel rims were painted with AK720 'Rubber/Tires'.

As Tamiya decals didn't include the tactical markings I needed, I had to source them from various leftovers from other kits.



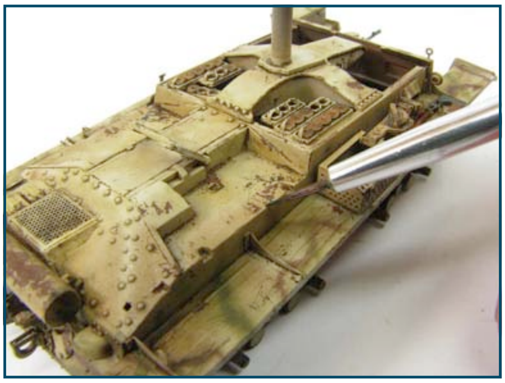
Taking advantage of the previous application of the AK088 'Worn Effects Fluid', I added some damage to the sand paint layer. I dampened the surface with water and scratched it with a brush and toothpick, in order to reveal the red brown undercoat.



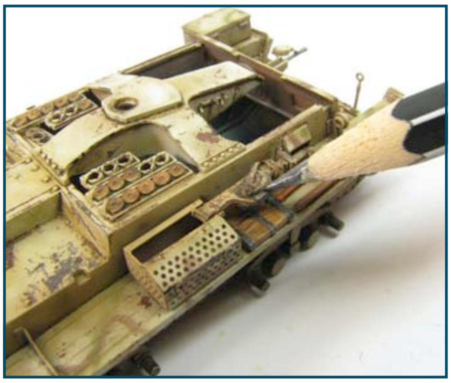
To finish the painting phase, I had to bring out the details. For this purpose, I applied AK-interactive AK300 'Wash for Dark Yellow Vehicles', and distributed it with a brush that had been dampened with white spirit. Some chosen areas were treated with less enamel, adding some variety to the effect.

Naturally, I didn't forget about the tracks. These were primed with AK722 'Dark Tracks'.

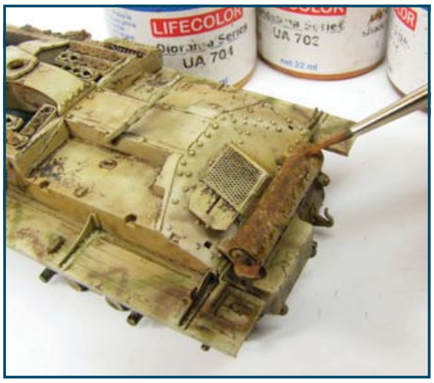
WEATHERING



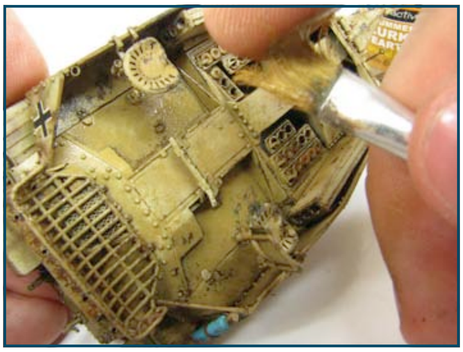
The process of weathering the kit was started by adding more paint chips and scratches with Vallejo 70861 'Glossy Black'.



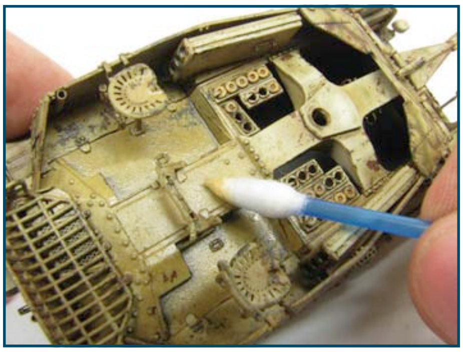
The most intense abrasion, down to the bare metal, was created with an 4B pencil.


LIFECOLOR
Diorama Series
UA 701
UA 702

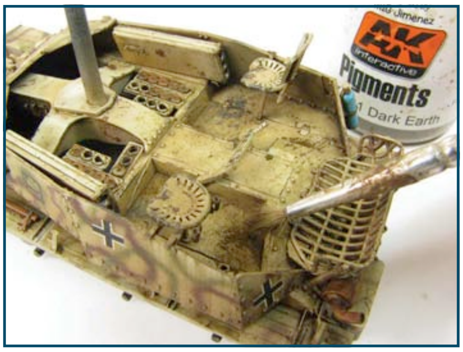
Afterwards, I aged the muffler with three rusty tones from Lifecolor CS10 'Dust & Rust Set', using the wet-on-wet technique.



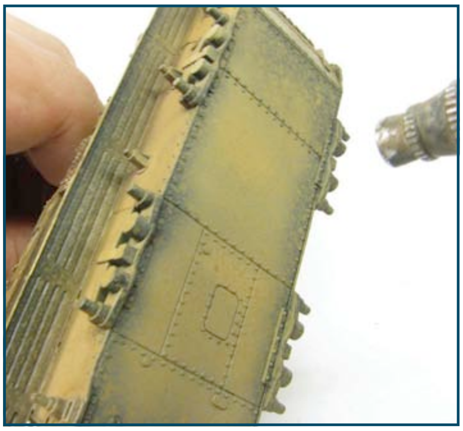
The fighting compartment floor was dampened with white spirit and speckled with AK-interactive AK080 'Summer Kursk Earth'.



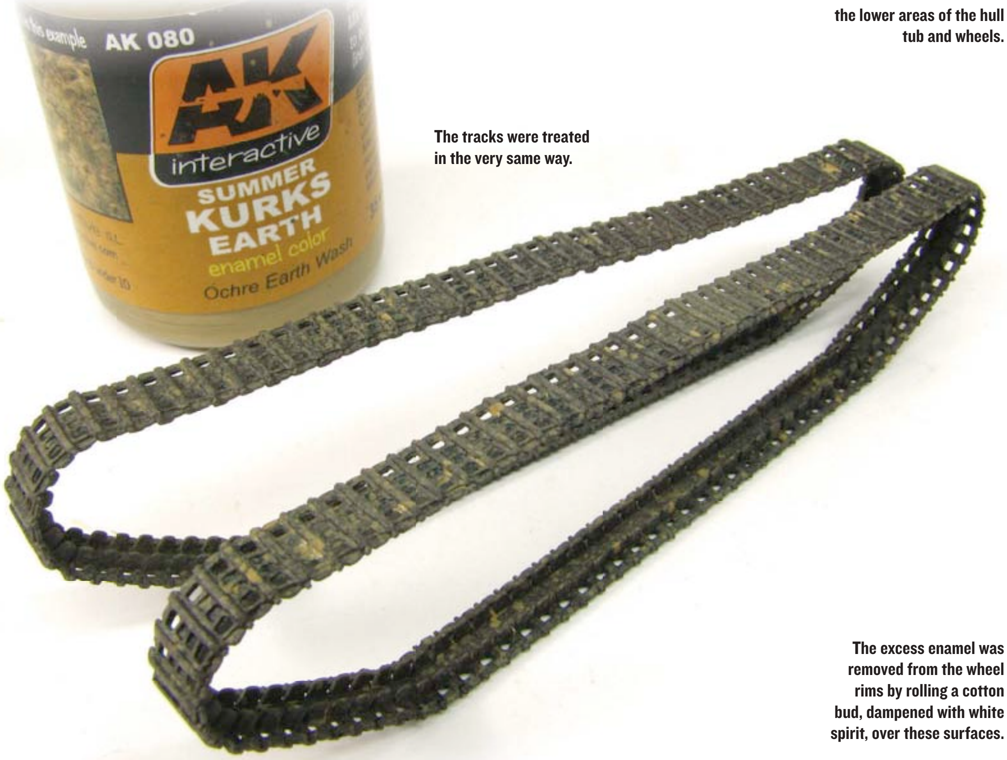
With a cotton bud, I distributed the enamel fluid and removed its excess.


AK interactive
Pigments
Dark Earth

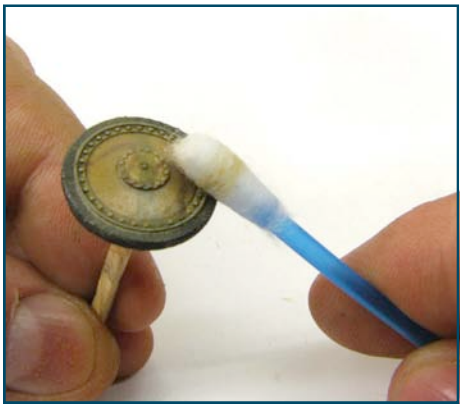
Whilst the surface was still wet, I applied a little AK-interactive AK081 'Dark Earth Pigment'.



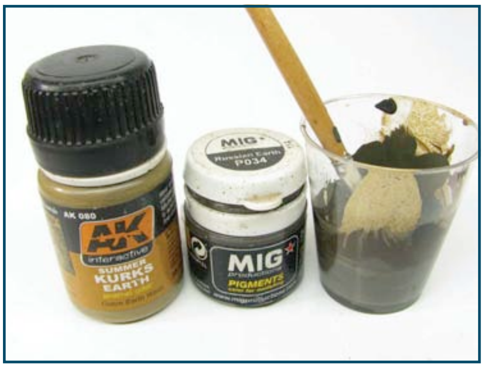
I also airbrushed a misted application of AK080 'Summer Kursk Earth' over the lower areas of the hull tub and wheels.


AK 080
AK interactive
SUMMER KURKS EARTH
enamel color
Ochre Earth Wash

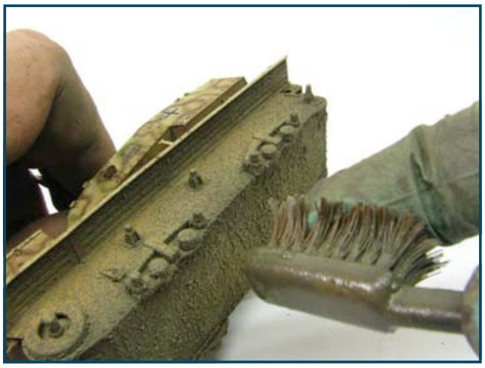
The tracks were treated in the very same way.



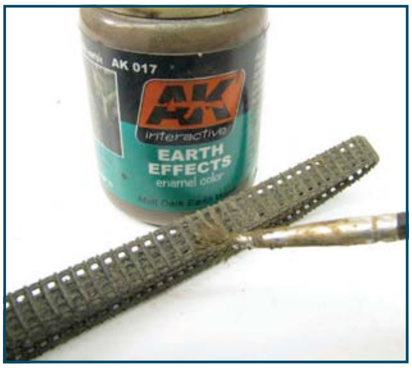
The excess enamel was removed from the wheel rims by rolling a cotton bud, dampened with white spirit, over these surfaces.


AK 080
AK interactive
SUMMER KURKS EARTH
MIG
Russian Earth
P034
MIG Productions
PIGMENTS

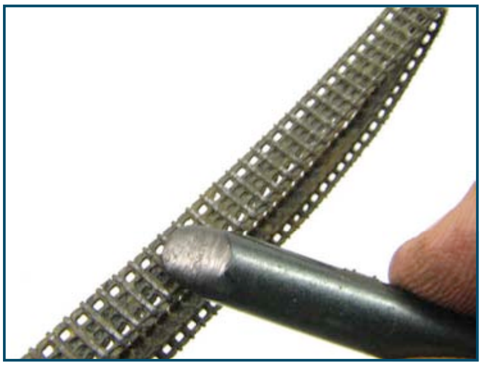
To create the mud texture, I mixed some plaster with MIG Productions P034 'Russian Earth' pigment, and AK080 'Summer Kursk Earth' enamel.



The resulting dense mixture was stippled over the lower hull tub with a toothbrush.

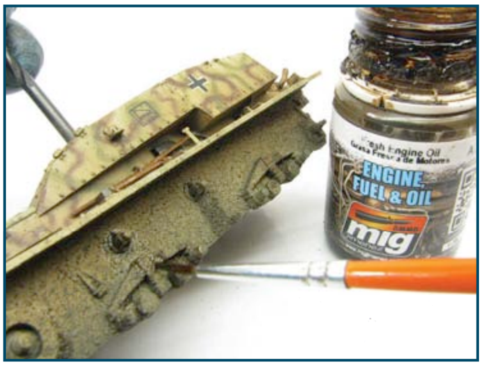

AK 017
AK interactive
EARTH EFFECTS
enamel color

Using an old brush, I applied a tiny amount of very dense, unmixed AK-interactive AK017 'Earth Effects' enamel, into various nooks and crannies of the tracks.

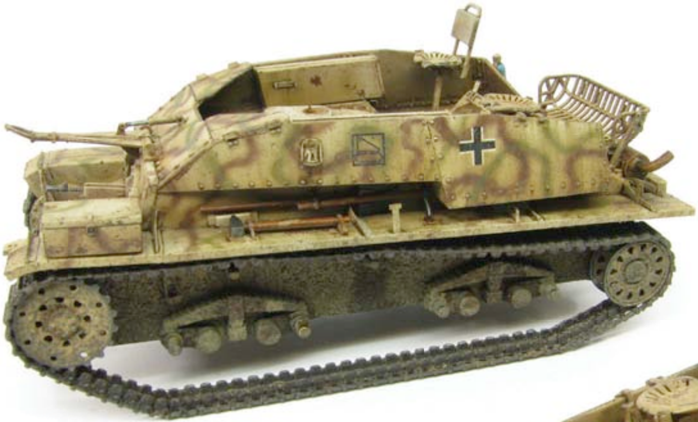


Next, I rubbed the running surfaces of the tracks and teeth of the sprocket wheels, with an 8B pencil in order to add a metallic sheen.

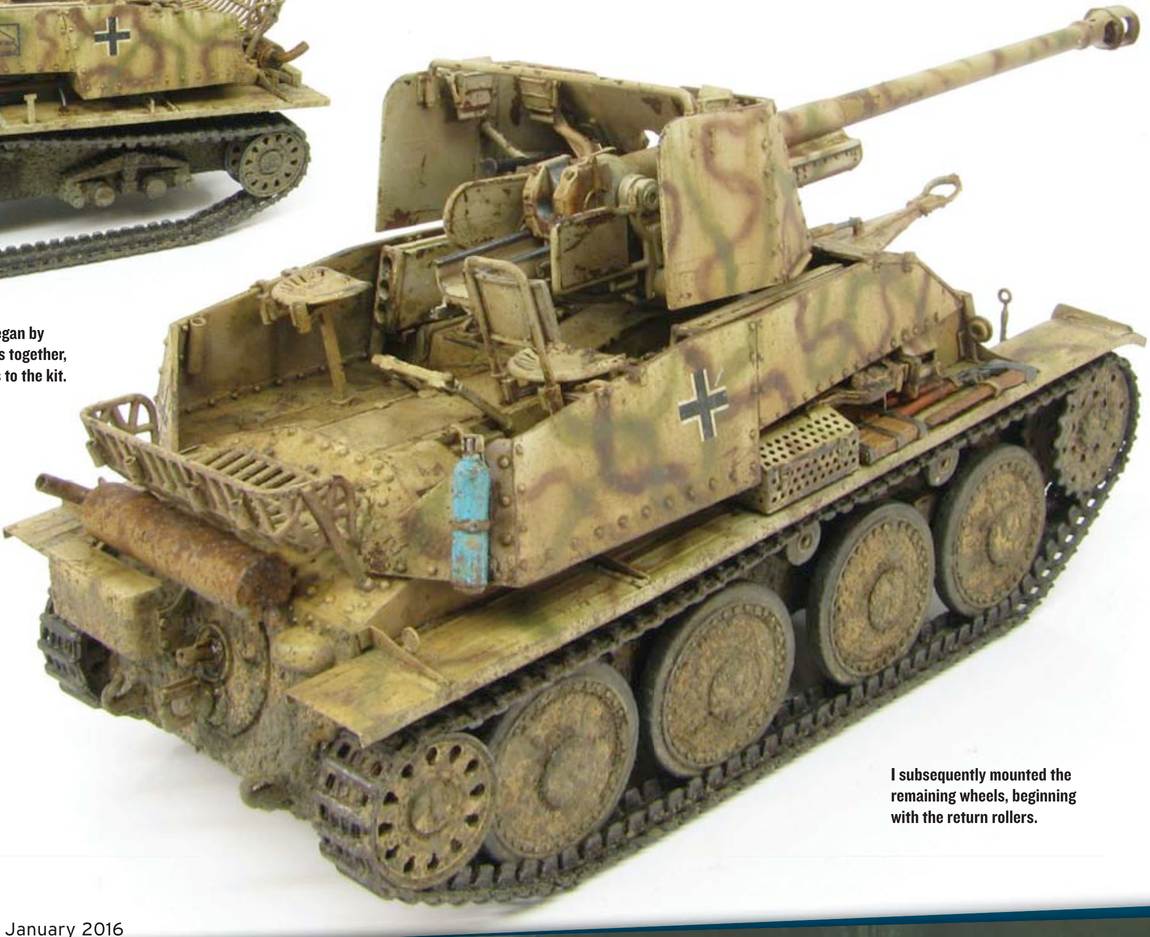
Creating a more subtle bare metal effect on the thin metal rims of the road wheels, required using a sharpened 4B pencil.


Fresh Engine Oil
ENGINE FUEL & OIL
mig

Finally, I added some oily stains. For this purpose, I applied slightly diluted Ammo-MIG-1408 'Fresh Engine Oil' in chosen areas. The strength of the effect depended on the number of applied enamel layers.



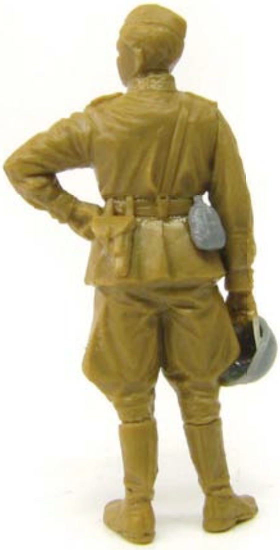
Now I could assemble the running gear. I began by gluing the tracks, drive sprockets and idlers together, and attaching the resulting sub-assemblies to the kit.



I subsequently mounted the remaining wheels, beginning with the return rollers.

FIGURE

The figure that would act as a miniature Sergeant Svirin came from an ICM set. It must be emphasised that this manufacturer offers some of the best injection-moulded figures available on the market, regardless of the scale.



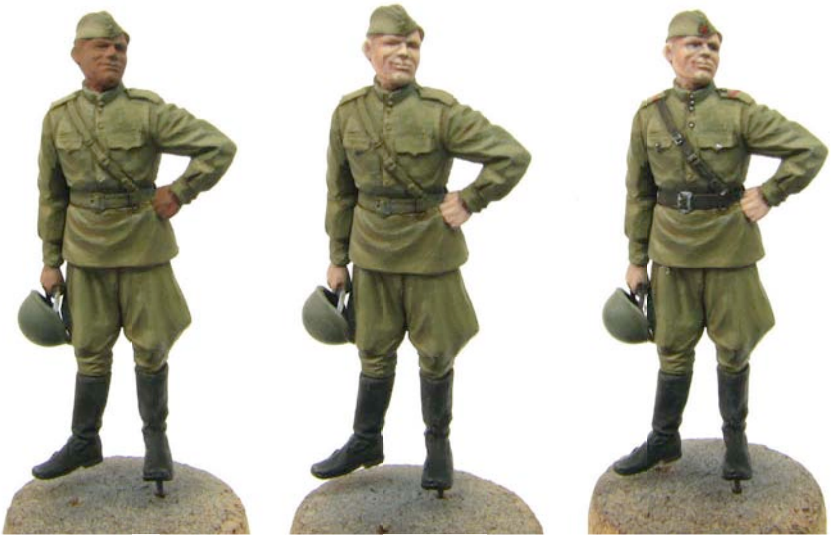
I customized the figure by attaching a canteen to the belt, replacing the map case, originally held in the right hand, with a helmet, and removing the medals from the jacket.

The painting process was started by airbrushing an even layer of black primer. Next, I sprayed some grey paint from above, in order to make further shading easier.

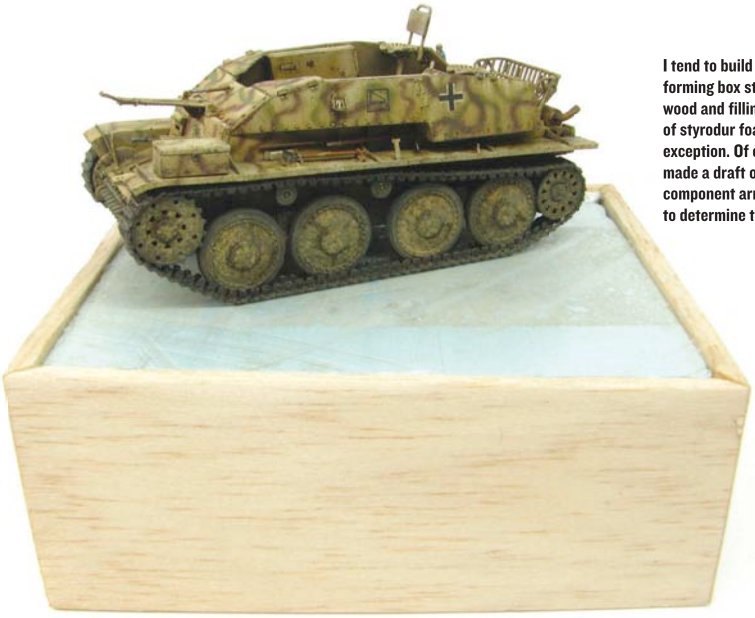
I then applied the base colours: 'Russian Uniform' from Vallejo, and a flesh tone from AK-interactive AK3010 'Flesh and Skin Colors Set'.

Mixing the base colour with various beige and brown tones, I shaded the uniform. The skin was finished with some lighter flesh tones from the aforementioned AK-interactive set.

The final touch was to paint the uniform details and equipment.

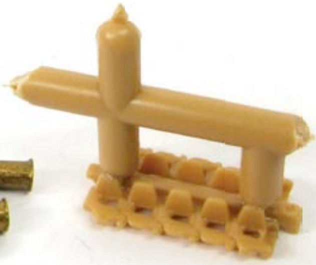


BASE

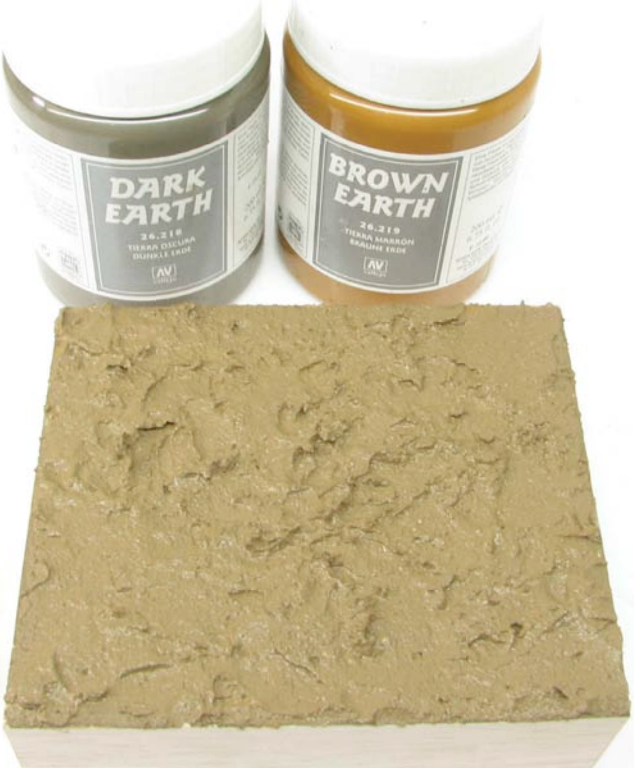


I tend to build my bases by forming box structures from balsa wood and filling them with pieces of styrodur foam. This one was no exception. Of course, I previously made a draft of the vignette component arrangement, in order to determine the size of the base.

Various odds and ends help to fill the space around the vehicle and add some variety to the vignette. In this case, I selected an ammo box and a few spent shell casings for this purpose.



To easily imprint the vehicle tracks on the ground surface, I made a mini-tool from a length of redundant spare track.



The ground was created with a mixture of Vallejo 26218 'Dark Earth' and 26219 'Brown Earth' acrylic pastes.

Modelspec

Tamiya 1:48 scale Marder III Sd.Kfz.139 Kit No. 32560

Accessories Used:

- Hauler 1:48 scale Basic Photo-etched set for Marder III - Cat. #HLX48237
- Hauler 1:48 scale Photo-etched fenders for Marder III - Cat. #HLX48257
- RB Model 1:48 scale 7.62cm PaK36(r) turned metal barrel - Cat. #48B26
- ICM 1:48 scale Soviet Pilots and Ground Personnel figure set - Cat. #48084

Tools & Modelling Products Used:

- Tamiya Extra Thin Cement
- C.A. Glue
- Styrene Sheet, Strip & Rod
- Griffon Model brass tubing
- Wamod Masking Fluid
- Balsa Wood
- Styrodur Foam
- Vallejo 26218 Dark Earth & 26219 Brown Earth Acrylic Pastes
- Plaster

Paints & Finishing Products Used:

Paints:
- AK-Interactive
- Lifecolor
- Mr.Hobby
- Tamiya (acrylic)
- Vallejo

Mr.Hobby Clear Varnishes
4B and 8B Pencils
Talens White Spirit
AK-Interactive weathering products:
- AK017 Earth Effects
- AK080 Summer Kursk Earth
- AK081 Dark Earth Pigment
- AK088 Worn Effect Fluid
- AK300 Wash for Dark Yellow Vehicles

Ammo of Mig Jimenez A.MIG-1408 Fresh Engine Oil
MIG Productions P034 Russian Earth

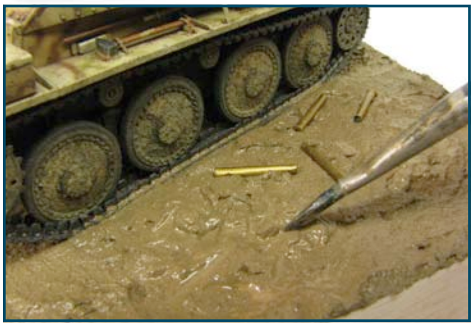
✓ High level of detail; excellent fit.

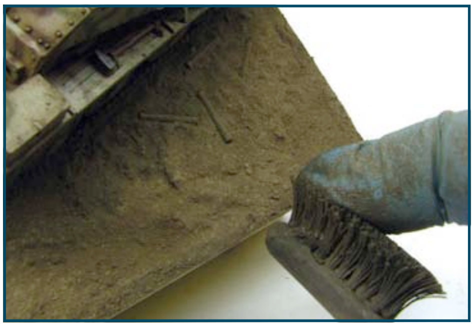
✗ None worth mentioning.

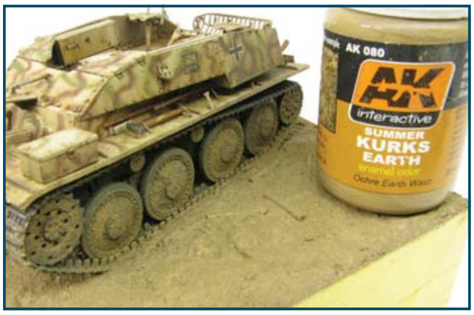
Available from

Tamiya kits are distributed in the UK by
The Hobby Company Limited www.hobbyco.net

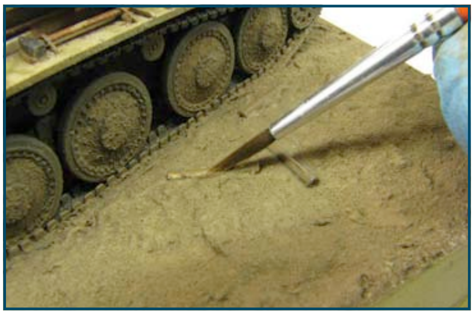
Rating ●●●●●●●●●○

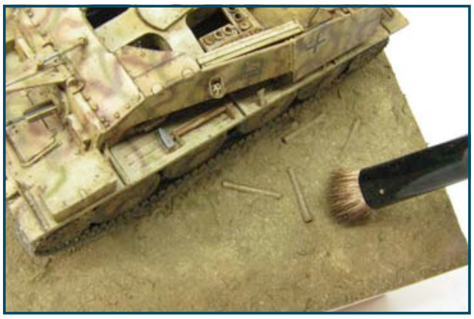

I then placed the kit and accessories on the base, and gave the final texture to the ground with a wet brush.

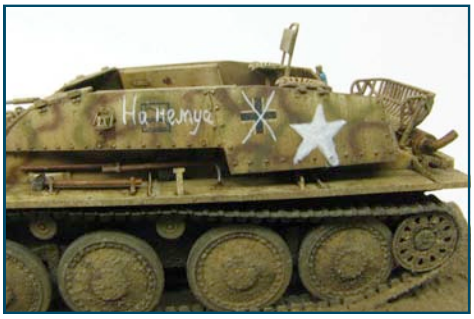

Once the paste had fully cured, I speckled the surface with the same mixture of plaster, pigment and enamel fluid, as was previously applied over the lower hull tub of the Marder.



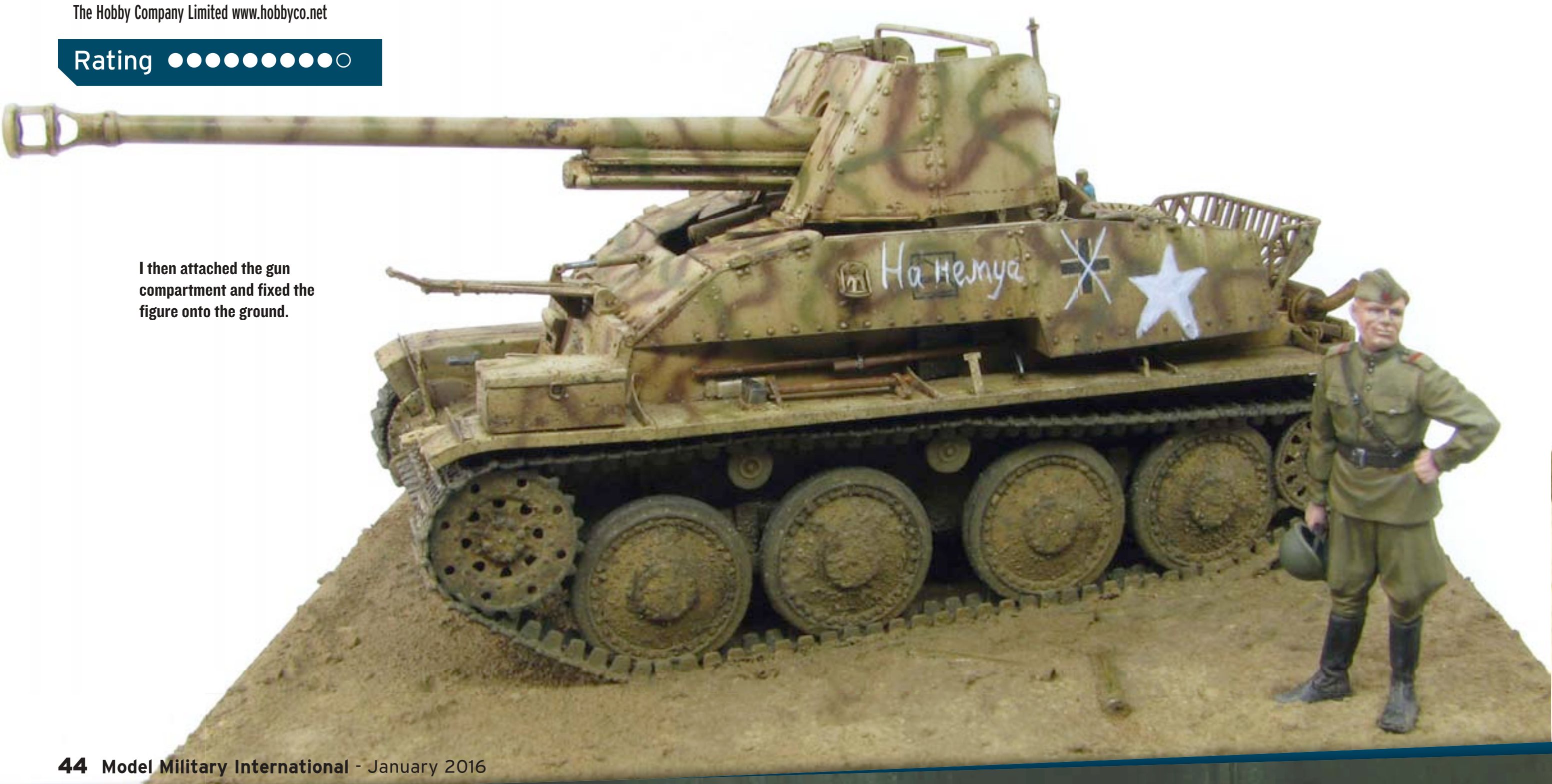
The effect was toned down by airbrushing a misted application of AK-interactive AK080 'Summer Kursk Earth' over the surface.


Before the enamel dried, I removed its excess from the ammo box and spent shell casings, using a brush dampened with white spirit.

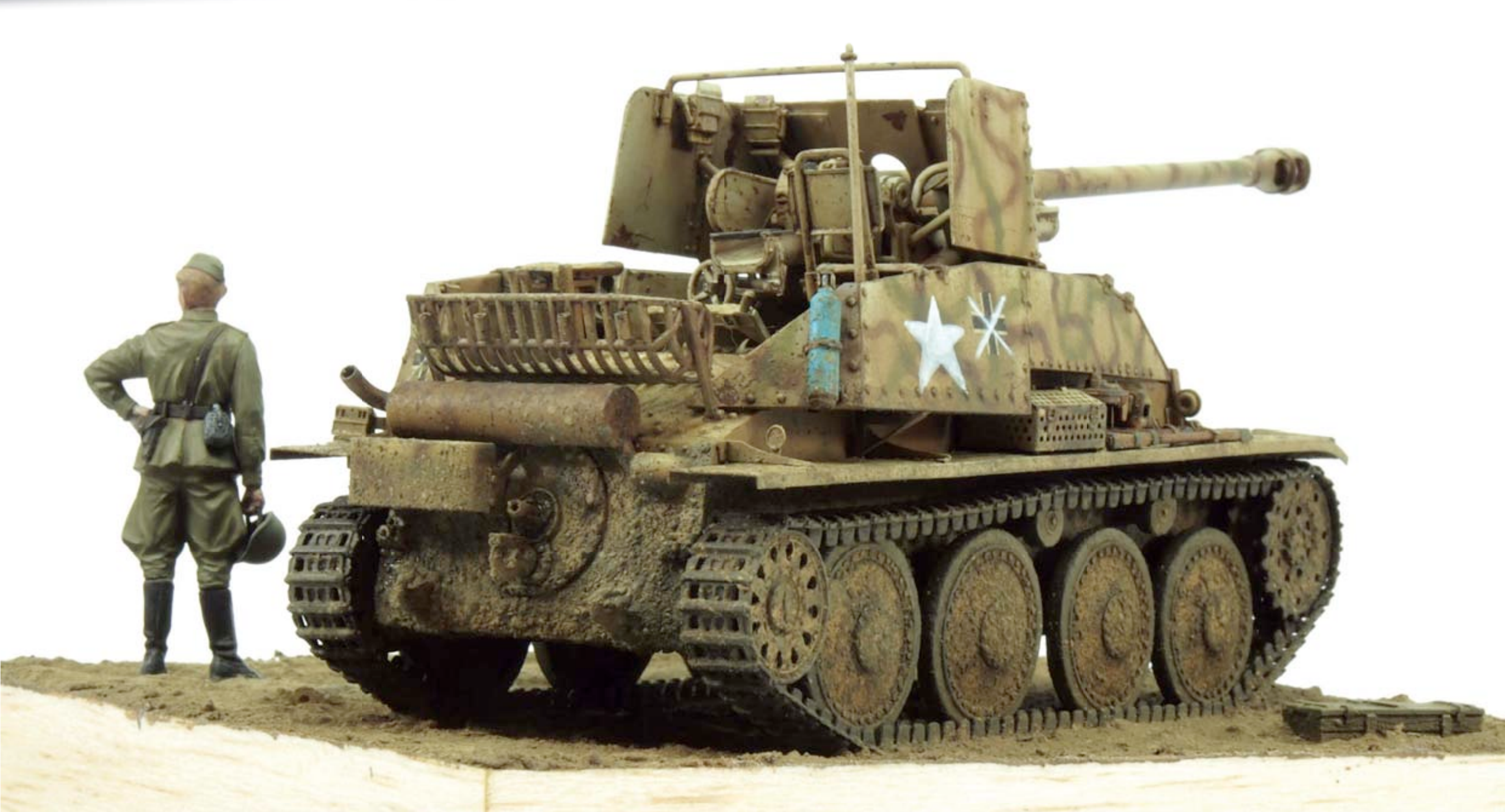

Afterwards, I swept the ground with a soft-bristled brush, carefully distributing some uncured pigment.



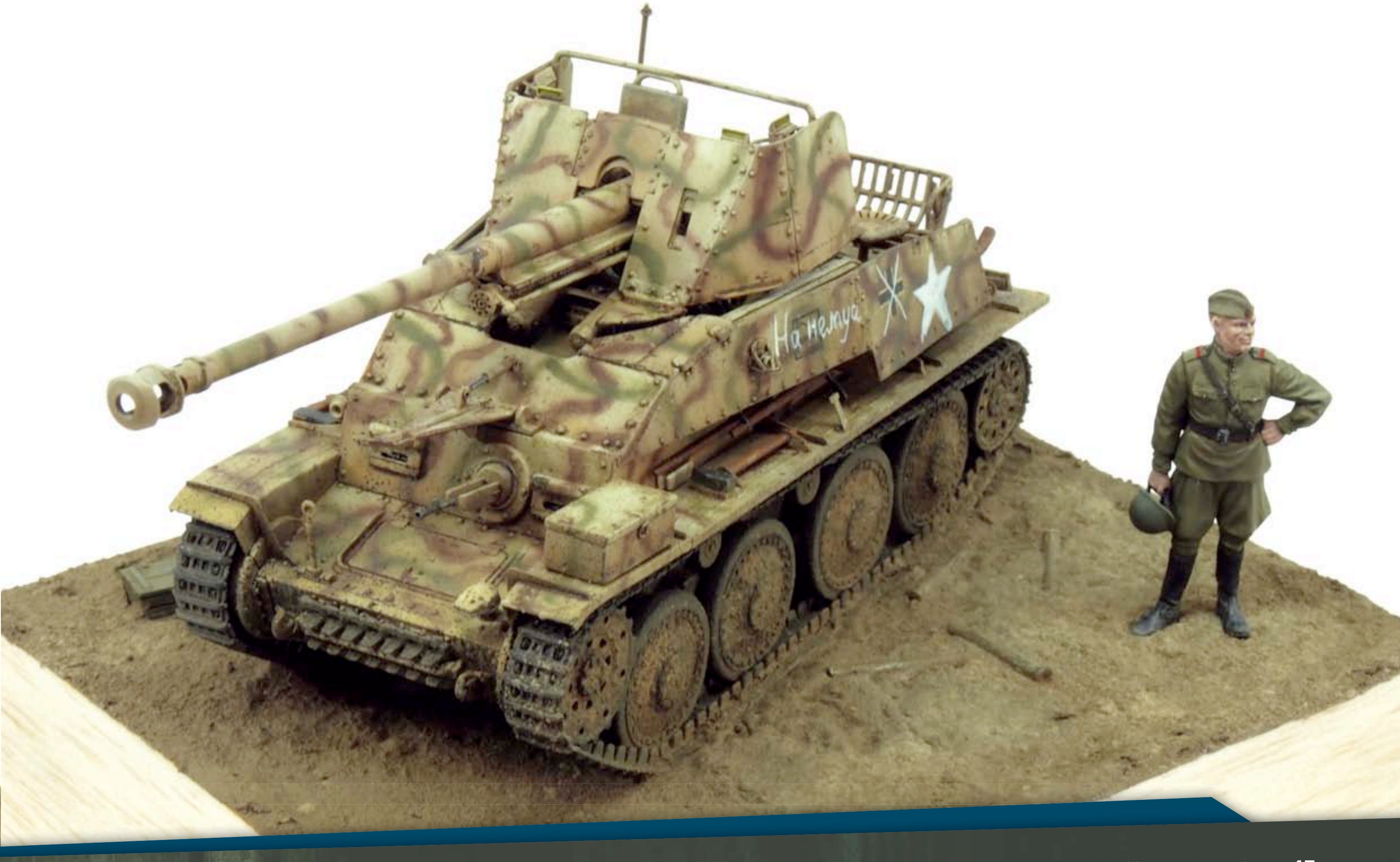
The final touch was to "denazify" the vehicle with heavily diluted Vallejo 70820 'Offwhite', applied with a very fine brush.

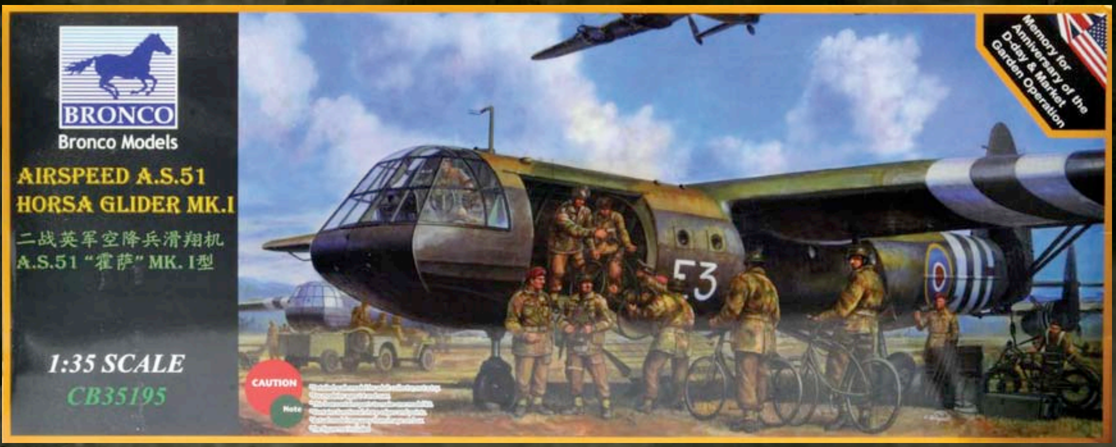


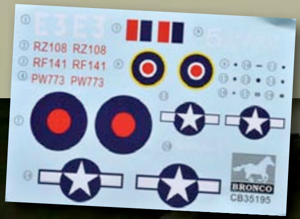
I then attached the gun compartment and fixed the figure onto the ground.



> **“The Marder originally carried a common tri-colour camouflage scheme, and just a basic set of markings…”**







The decal sheet offers three D-Day marking options.

The Editor takes a close look at Bronco's big, new and ambitious 1:35 scale Horsa Glider.

AIRBORNE DELIVERY

The Airspeed AS.51 Horsa was a British World War II troop-carrying glider built by Airspeed Limited and subcontractors and used for air assault by British and Allied armed forces. It was named after Horsa, the legendary 5th-century conqueror of southern Britain.

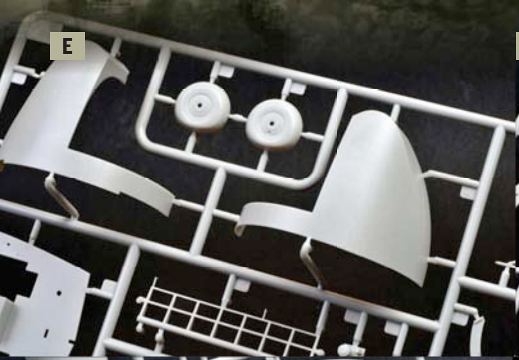
Production of the Horsa commenced in early 1942, and by May some 2,345 had been ordered by the Army for use in future airborne operations. The glider was designed from the outset to be built in components with a series of 30 sub-assemblies required to complete the manufacturing process. Manufacturing was intended primarily to use woodcrafting facilities not needed for more urgent aviation production, and as a result production was spread across separate factories, which consequently limited the likely loss in case of German attack. The designer A. H. Tiltman said that the Horsa "went from the drawing board to the air in ten months, which was not too bad considering the drawings had to be made suitable for the furniture trade who were responsible for all production."

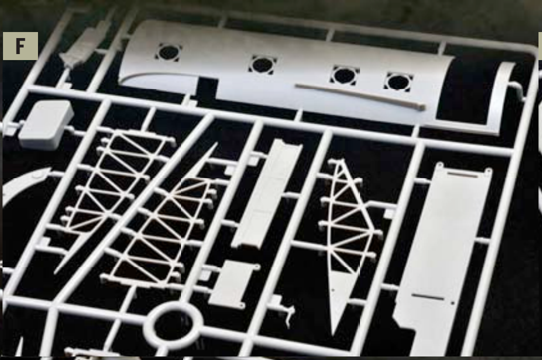
The Horsa Mk.I had a wingspan of 88 feet (27 m) and a length of 67 feet (20 m), and when fully loaded weighed 15,250 pounds (6,920 kg).[17]

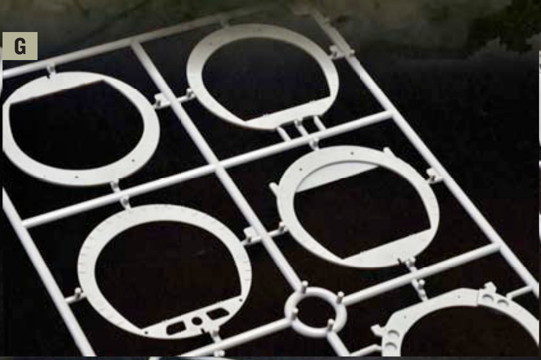
The Horsa was considered sturdy and very manoeuvrable for a glider. Its design was based on a high-wing cantilever monoplane with wooden wings and a wooden semi-monocoque fuselage. The fuselage was built in three sections bolted together, the front section held the pilot's compartment and main freight loading door, the middle section was accommodation for troops or freight, the rear section supported the tail unit. It had a fixed tricycle landing gear and it was one of the first gliders equipped with a tricycle undercarriage for take off. On operational flights the main gear could be jettisoned and landing was then made on the castoring nose wheel and a sprung skid under the fuselage

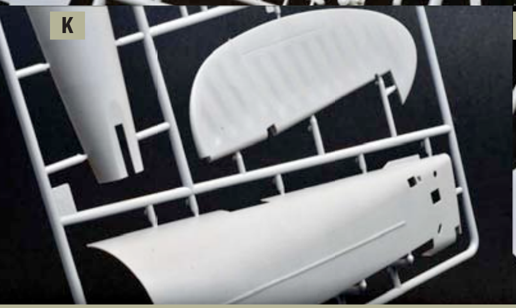
With up to 30 troop seats, the Horsa was much bigger than the 13-troop American Waco CG-4A (known as the Hadrian by the British), and the 8-troop General Aircraft Hotspur glider which was intended for training duties only. Instead of troops, the AS 51 could carry a jeep or a 6 pounder anti tank gun.

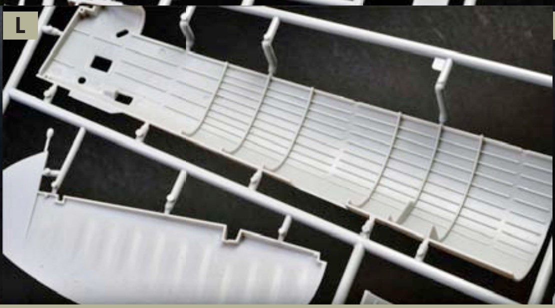
On operations, the Horsa was towed by various aircraft: four engined heavy bombers displaced from operational service such as the Short Stirling and Handley Page Halifax, the Armstrong Whitworth Albemarle and Armstrong Whitworth Whitley twin engined bombers, as well as the US Douglas C-47 Skytrain/ Dakota (not as often due to the weight of the glider, however in

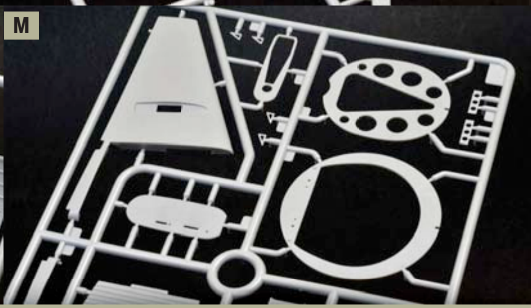


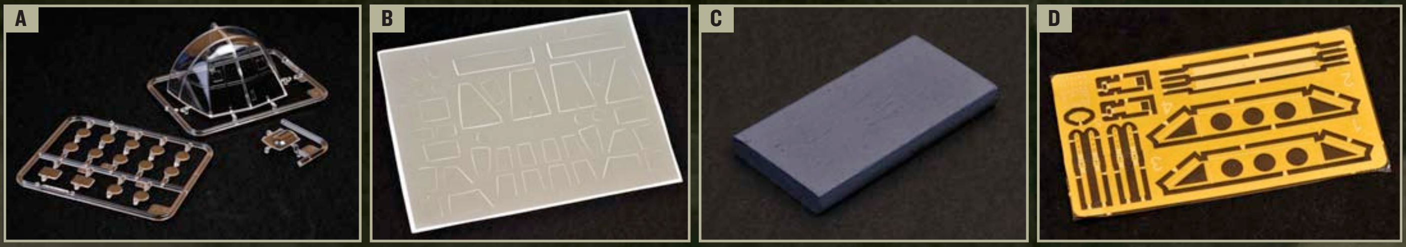












A. The clear parts are impressively thin and free from distortion. **B.** Masks are provided for the inside and outside of the clear nose. **C.** The metal nose weight. **D.** The kit-supplied photo-etched fret. **E.** The two nose halves. **F.** The fuselage is made up from a number of panels. **G.** The fuselage interior includes bulkheads. **H.** Quality of moulding is very high. **I.** The big upper wing central saddle. **J.** One of the wing halves. **K.** Rear fuselage skin and the rudder. **L.** The fuselage interior also has structural detail moulded in place. **M.** The fin and more interior detail. **N.** Elevators. These will be moveable after assembly. **O.** Love the wing structure! **P.** Troop benches have harness straps moulded onto them.

Operation Market Garden, a total of 1,336 C-47s along with 340 Stirlings were employed to tow 1,205 gliders) and Curtiss C-46 Commando. They were towed with a harness that attached to points on both wings, and also carried an intercom between tug and glider. The glider pilots were usually from the Glider Pilot Regiment, part of the Army Air Corps, although Royal Air Force pilots were used on occasion.

The United States Army Air Forces (USAAF) acquired approximately 400 Horsas in a form of "reverse" Lend-Lease.*

WHAT'S IN THE BOX

Bronco has finally released their much anticipated 1:35 scale Airspeed Horsa Mk.I.

This is a big model in a big box. When completed, the wing span will be nearly 30", and the fuselage length of around 23".

The model comprises 289 parts in light grey plastic, 16 parts in clear, eleven parts on a single photo-etched fret, self-adhesive canopy masks, a metal nose weight and markings for three aircraft.

When exploring the contents of the box, it feels like there are more than 289 plastic parts. I think this is because many of these parts are quite large.

The fuselage is broken down into nose, forward fuselage and rear fuselage sub-assemblies; while the wings are made up from a stout centre upper saddle and upper and lower halves for each wing. All control surfaces are separate.

The cockpit reflects the simple layout of the real aircraft, and harness straps are supplied on the kit's photo-etched fret.

Decals are supplied for dials and placards on the small instrument panel.

The large windscreen is thin and crystal clear. Self-adhesive masks are provided for both the inside and outside of the windscreen.

The main fuselage sub-assemblies are built up in layers from the inside out. Bulkheads are attached to the ribbed floors, followed by stringers at the top of the bulkheads and other details including troop benches and their mounts. The benches have harness straps moulded in place. Please note that if you plan to load a jeep into the fuselage, you should omit the benches.

The loading ramp may be posed open and closed, with a few additional options for the open ramp including photo-etched channels for your 1:35 scale jeep. Legs or a wedge are provided for the open ramp too.

If the ramp is closed, you still have the option to pose the smaller entry hatch open. A ladder is supplied for this configuration.

The fuselage exterior is applied in panels as a skin around the structural frame. The fuselage and wing surfaces are correctly featureless, reflecting the plywood construction of the airframe.

Elevators and rudders are moveable, while flaps and ailerons are fixed. The flaps may be posed open (dropped) or closed.

Decals are supplied for two RAF aircraft and one USAAF. All three are relevant to the Normandy campaign on 6 June 1944. The decals are well printed but the red and yellow are definitely too bright, and the proportions of the fuselage C type roundels look odd to me.

Full colour four-view diagrams are included for all three subjects, including helpful notes on the width of the invasion stripes in 1:35 scale (they're 113mm wide each if you're curious).

Strangely, the upper surface colours are called out as Dark Green and Dark Yellow. It should be Dark Green and Dark Earth.

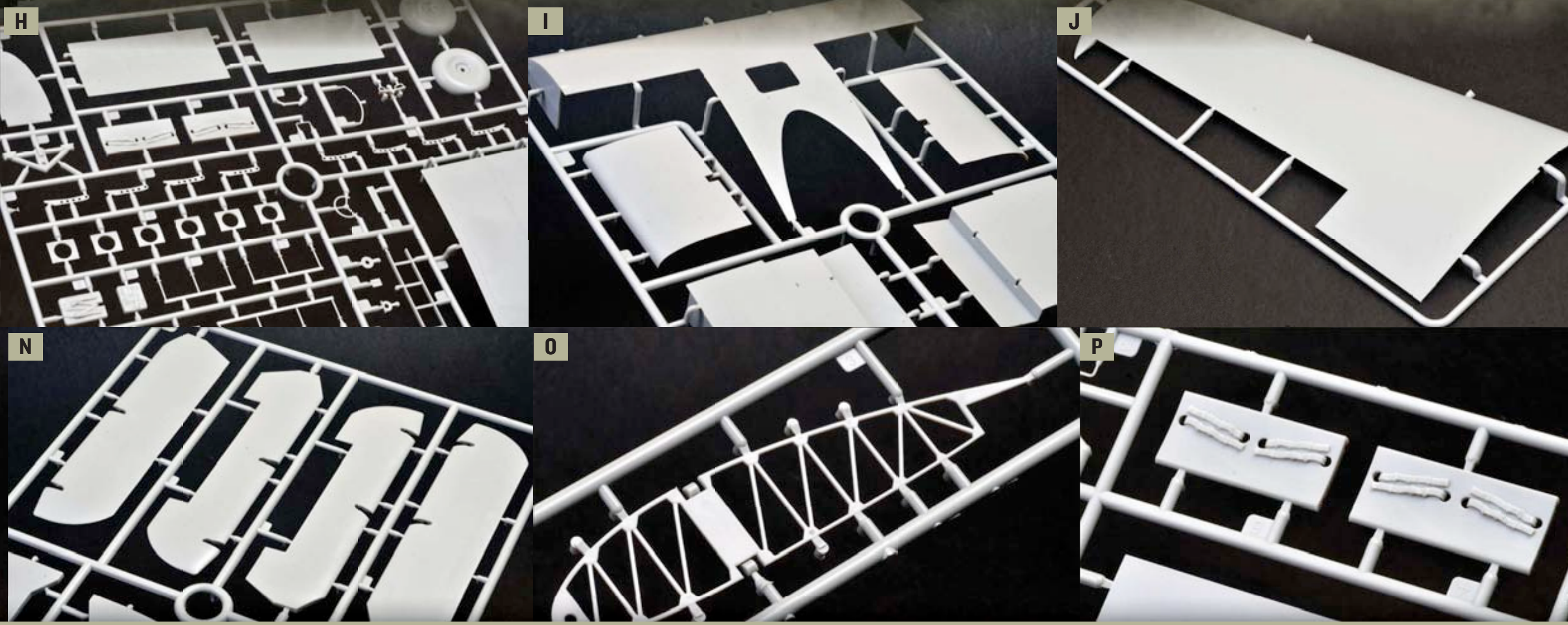
CONCLUSION

Bronco's 1:35 scale Horsa is a large and ambitious kit that will appeal to both aircraft and armour modellers. Considering Bronco's obsession with all things Airborne lately – jeeps, bikes, artillery, figures, accessories – there is certainly no shortage of diorama potential.

The parts count is actually pretty modest considering the size and completeness of this model, and it should be suitable for anyone with moderate modelling experience.

Highly recommended and a big "wow" factor! ■

Thanks to Bronco for the sample www.cn-bronco.com



Historical summary culled from Wikipedia https://en.wikipedia.org/wiki/Airspeed_Horsa

РОССИЙСКАЯ БОЕВАЯ МАШИНА ОГНЕВОЙ ПОДДЕРЖКИ
«ТЕРМИНАТОР»
ZVEZDA
3636
MODEL KIT
MODÈLE RÉDUIT
СБОРНАЯ МОДЕЛЬ
Сделано в России
Made in Russia
МАСШТАБ/SCALE
1/35
"TERMINATOR" RUSSIAN FIRE SUPPORT COMBAT VEHICLE

Graham Tetley builds Zvezda's new Terminator Fire Support Combat Vehicle straight from the box.

YOU'RE TERMINATED!

When The Editor told me that he was sending me a Terminator, my first thought was to run for a nuclear bunker, but when I finished reading his e-mail I was relieved to find out that he was talking about Zvezda's new release of Russia's latest fire support vehicle, not something more sinister!

So when the kit arrived it was a bit of a surprise for two reasons : the first is that I have never built a Zvzeda kit and the second is that modern Russian stuff isn't my area of expertise. However, the box art and photos of the finished thing drew me in as you have to admit that this thing does looks mean. Meng have also brought one out so when the Editor said that someone else was building that kit and a side by side comparison would be 'nice', I just had to dig out the glue and tools.

WHAT'S IN THE BOX?

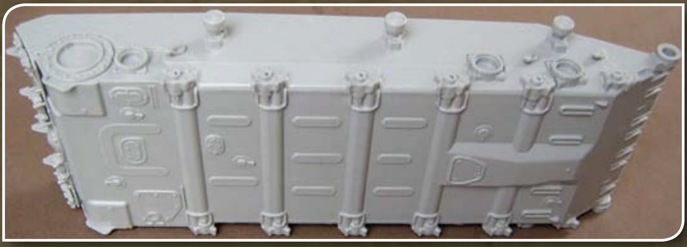
There are just over 400 parts in this kit with a little flash on some parts but nothing that basic skills can't deal with. There are plenty of knockout pin marks but none are in areas that you can see when completed. There is no etch, but we do get two types of nylon netting to use in the engine grilles and a length of nylon string for the tow ropes. The instructions are very clearly drawn and, as I can bear witness to, have no errors in them. Unusually we get no decals as the options provided are for two vehicles from two separate Russian Arms Expos.

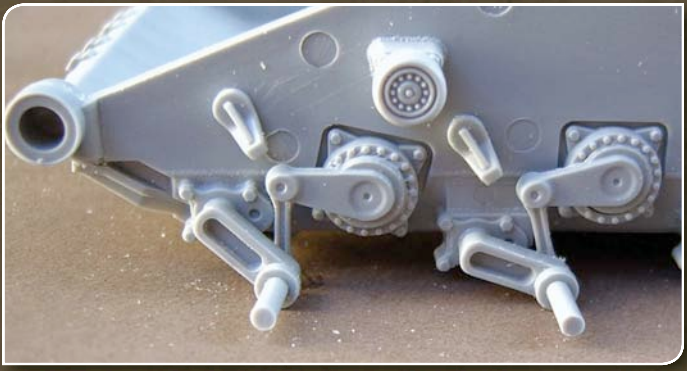
CUT, COMRADE, CUT!

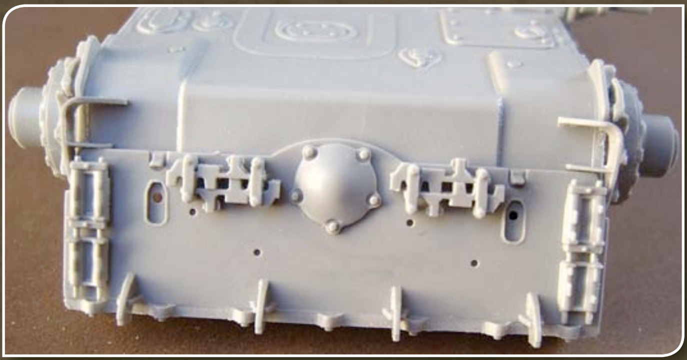
I have never built a Zvezda kit before and wasn't sure what to expect, so let's get building. There are two construction options offered in the kit but these are limited to having the front hatches, plus all hatches for the optics, open or closed.

What I won't do is take you through a step-by-step commentary – life is far too short – but instead I will tell you what was good and what to watch out for. One thing becomes apparent straight away though – the engineering and fit of parts is first class. The lower hull comes as separate pieces but the fit is absolutely excellent. Here are a few building issues that I found:

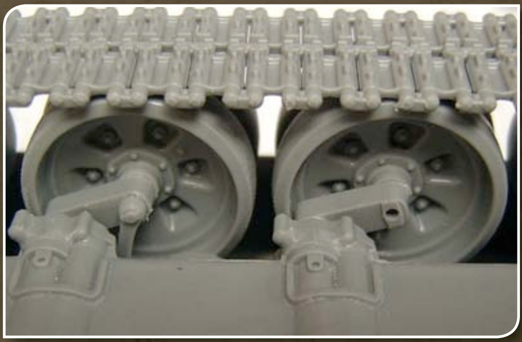
- You need to remove the small bumps on the back of the swing arms parts D29 where they join to parts D62 & 63 and D33 & 34. See the accompanying photo to illustrate what I mean.
- I had to trim a little bit from Part C32 to get it to fit.
- Just be really careful removing the rear view mirrors from the sprue as one of mine shattered and I had to replace its mount with some fuse wire and plastic card. Likewise, Part F26 (the antenna on the top of the gun mount) broke into many pieces but was temporarily patched together. It will be replaced with copper wire. ▶

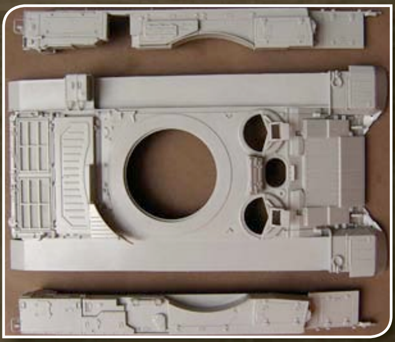

The hull all straight and true. Lower hull detail is very nice.

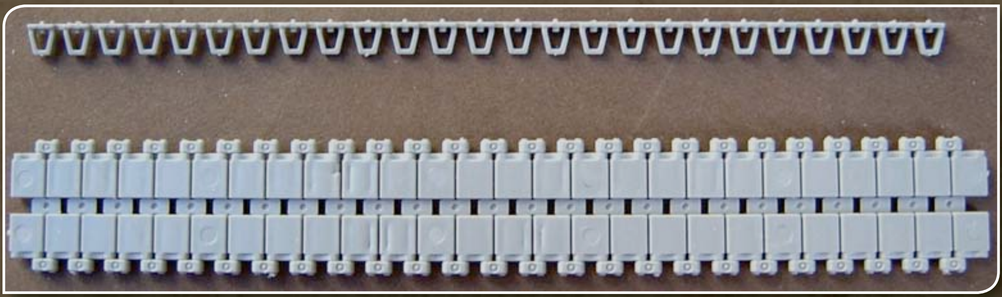

Front swing arms in place. See text for fit problems.


Small parts added to the rear.

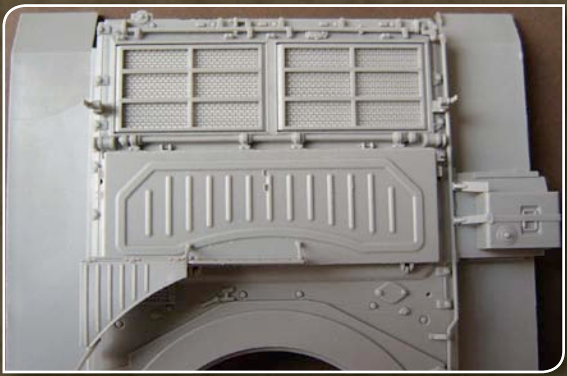
Mesh fitted to the engine grille.

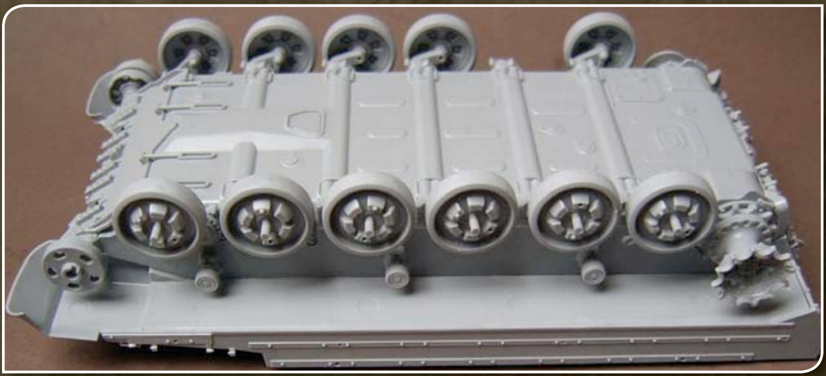

This is the bump that you remove.


Panniers finished & ready. Let's see how these fit together.

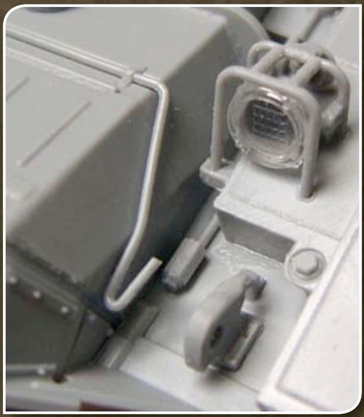

This is how the tracks are moulded.

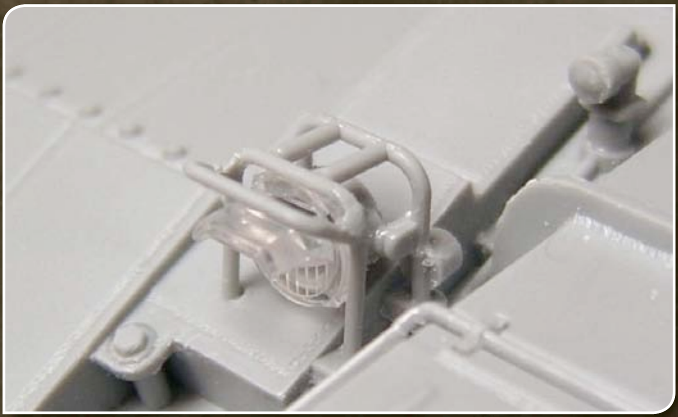
Drive sprocket in place.

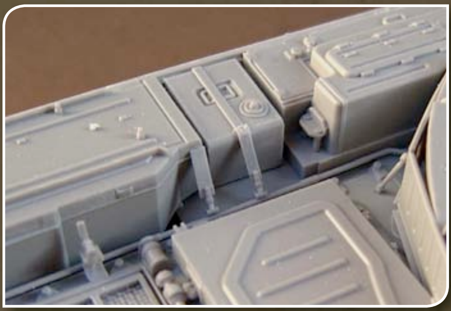

Engine deck taking shape.

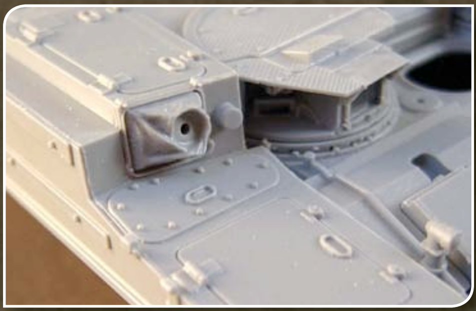

Top hull test fitted and wheels in place.

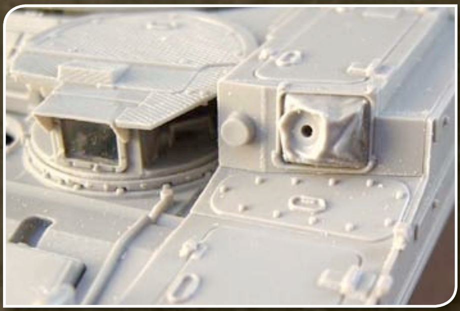
Front fender taking shape.

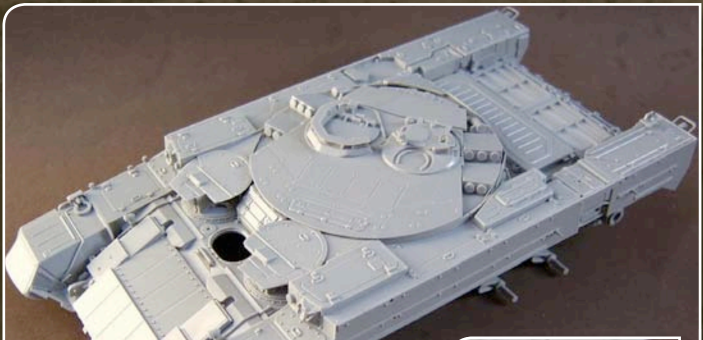

Voila!


Finished headlight assembly.


Detail on the rear hull.

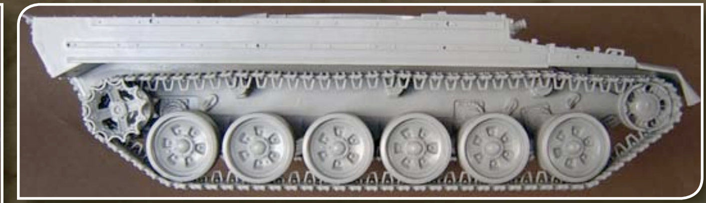

Front pannier & cupola detail.


Superb detail and perfect fit!



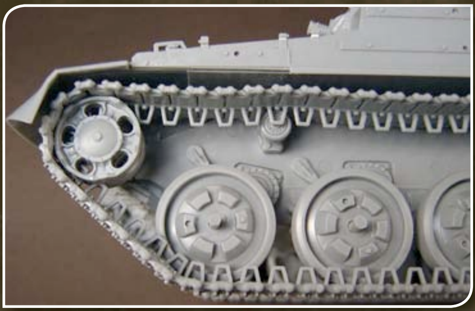
Completed hull.

Tracks in place on the rear sprocket.

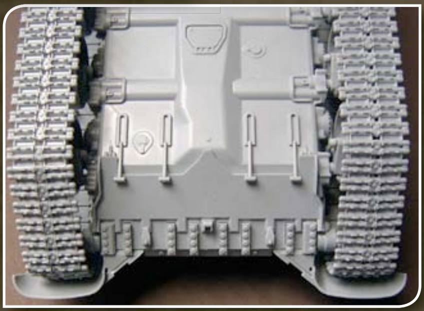


And now completed!

The other side before outer road wheels added.



This shows the need for the positionable idler.

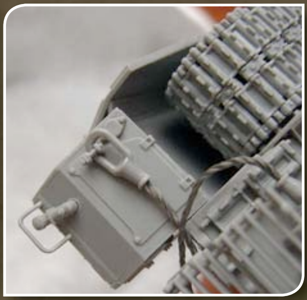


Tracks in place & front hull detail.

Road wheel detail.

Mesh detail.

The rear slat armour in place.



Here's how the tow cable fits to the hull.

Side slat armour was a perfect fit.

Turret taking shape.

Cupola detail.

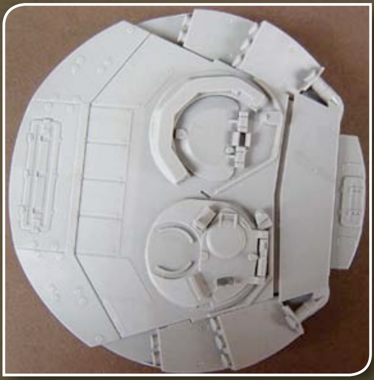
◄

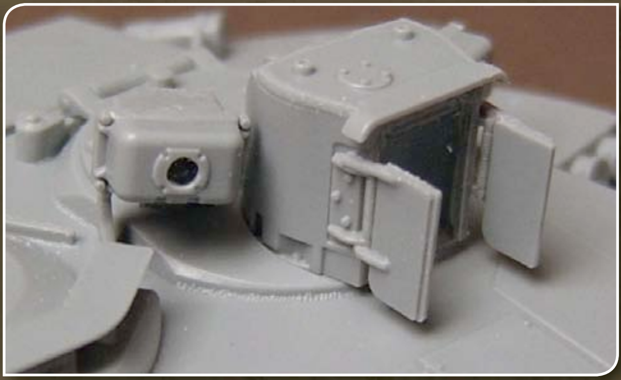
- The tow cable eyes have a hole molded in that is too small for the nylon rope supplied. I glued them together then drilled the hole to an appropriate size. A bit of superglue on the string ends gave them rigidity and allowed me to slide the rope into the tow cable holes. The instructions have you cut the string to lengths of 10.5cm but I found that too long and cut mine nearer to 9.5cm.
- The canvas sleeves Parts F35 & 36 that fit to the main guns do not fit very well and have a pronounced gap running where the parts join together.
- Some of the roadwheels had sink marks in them, but those were for the innermost wheels so any flaws are hidden on the finished kit

Aside from the above though the kit just flew together and I must say that I am very impressed with what Zvezda has achieved here. This is what I particularly liked:

- For a kit at this price point (currently £25 in the UK) fit of parts is excellent. This one has been engineered well.
- The link & length tracks, and the way of doing the guide horns as separate runs, are superb. Detail is very good and it all fits without needing to add the customary half-link. The tracks are provided in 6 lengths per side and the track lengths fit together brilliantly with no loss of detail. What I did was glued the tracks top & bottom, then fitted the front ones together and then, when dry, slid the front idler in place. Simples!
- The instructions are very Tamiya-ish in their design. There are no mis-numbered parts and the assembly sequences are clear.

Most of the work is on the lower hull and don't worry about the knock-out pin marks on the sides as you can't see any of them with the armoured shields in place.


The basic turret is finished.


The optics on one side...

...and now the other. Optional covers are provided.

Turning to the turret, you will power through its construction all the way to the gun system assembly. There are three sections to it, which are the two supports and the gun housing itself. These are all made from separate pieces and aside from the gun canvas cover you will encounter no fit problems. There are four teeny lifting rings that go onto the front of the gun housings and I managed to snatch two from the jaws of The Carpet Monster. Beware, these parts ping often and bounce well!

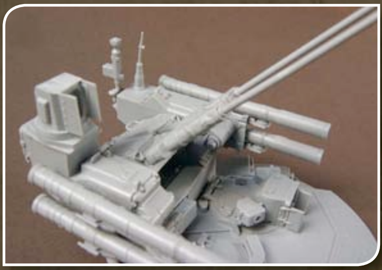
The missile tubes come in two halves with end caps and I recommend that you glue the halves together and clean up the joins before fitting the end caps. A few smaller bits are added to the turret to finish it off and you will have to drill out the gun muzzles as they are moulded solid.

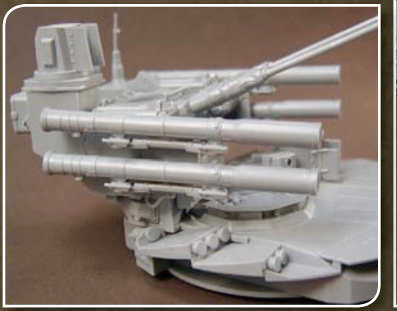
You'll need the provided mesh for the engine grilles. It is quite stiff and I used an X-Acto knife and steel ruler to cut it to shape. The guides provided in the instructions are a fraction too large but this is a good thing as it gives you room to trim the mesh down. When cut to shape, I used sharp scissors to adjust the fit then thick superglue & activator to get the mesh in place. It isn't as good as etch but will do, especially as the rearmost engine louvres are obscured with an armoured cover anyway.

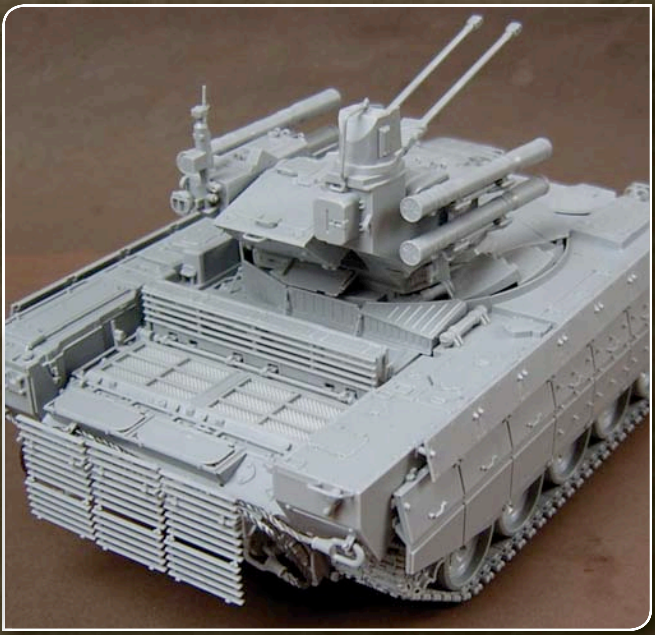
CONCLUSION

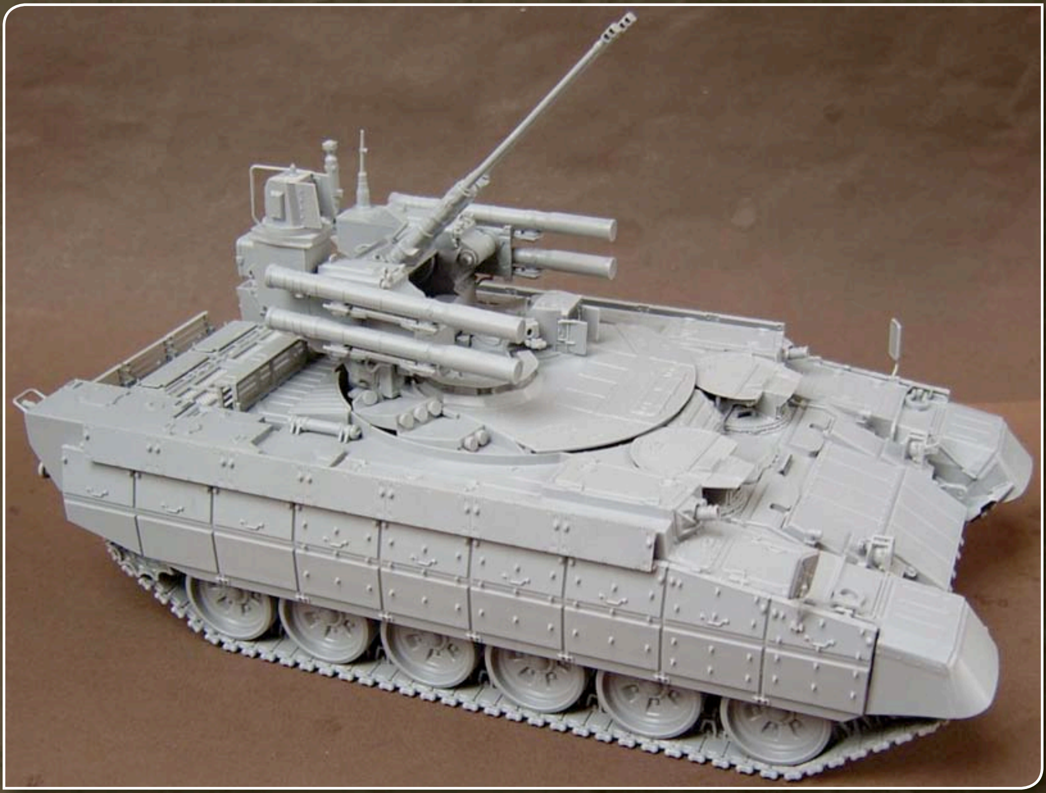
So there we have it – one completed Terminator. I am really impressed with this kit. It doesn't have the finesse and parts count of other kits but the level and quality of detail is more than adequate. Nor does it have a huge price tag, and that is a great draw. If you are not familiar with Zvezda, the best description that I can give of this kit is that it has the fit of a Tamiya one but with a higher level of detail. I liked it, and it gets a solid 9.5/10 from me.

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net


Overall view of the rocket launchers.


Note the seam on the canvas gun covers.


The finished model.



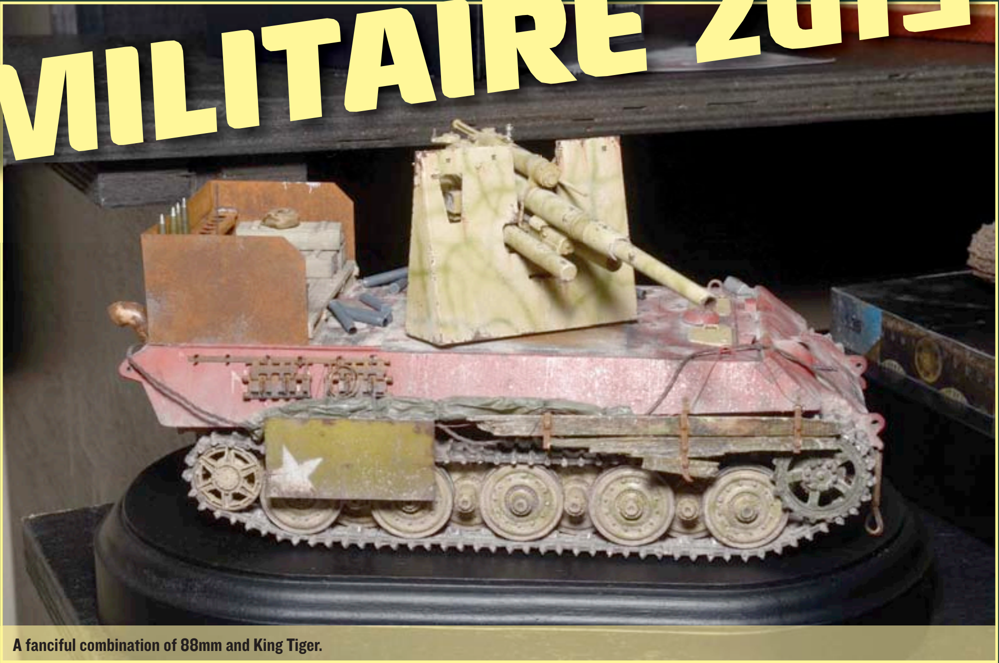
EURO MILITAIRE 2015

Marcus Nicholls drives south to experience the famous Euro Militaire show in held in Folkestone, Kent

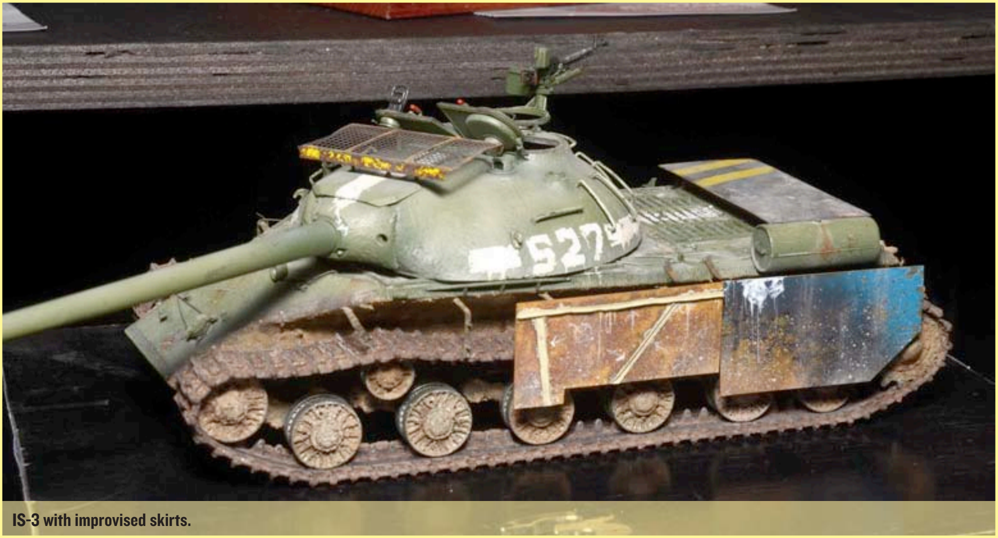
This year's Euro Militaire show had a slightly different feel to it, at least in the competition rooms 'downstairs'. For many years the armour modelling categories seemed to be continually expanding, while the figure section held steady, but my initial impression this time was a noticeably reduced quantity of AFV models but a much larger input on the figure side. This suggests that the show is returning to its roots as a figure-modelling event and boy, was there some fantastic work on show.

The busts category was overflowing with stunning pieces from every conceivable era and there were also some eye-popping entries in the full-figure class too, from the ancients right up to the modern day. The First and Second World Wars figured heavily of course but the fantasy group was also very well supported, with some extraordinary pieces of work that exhibited the wonderful imaginations of the modellers.

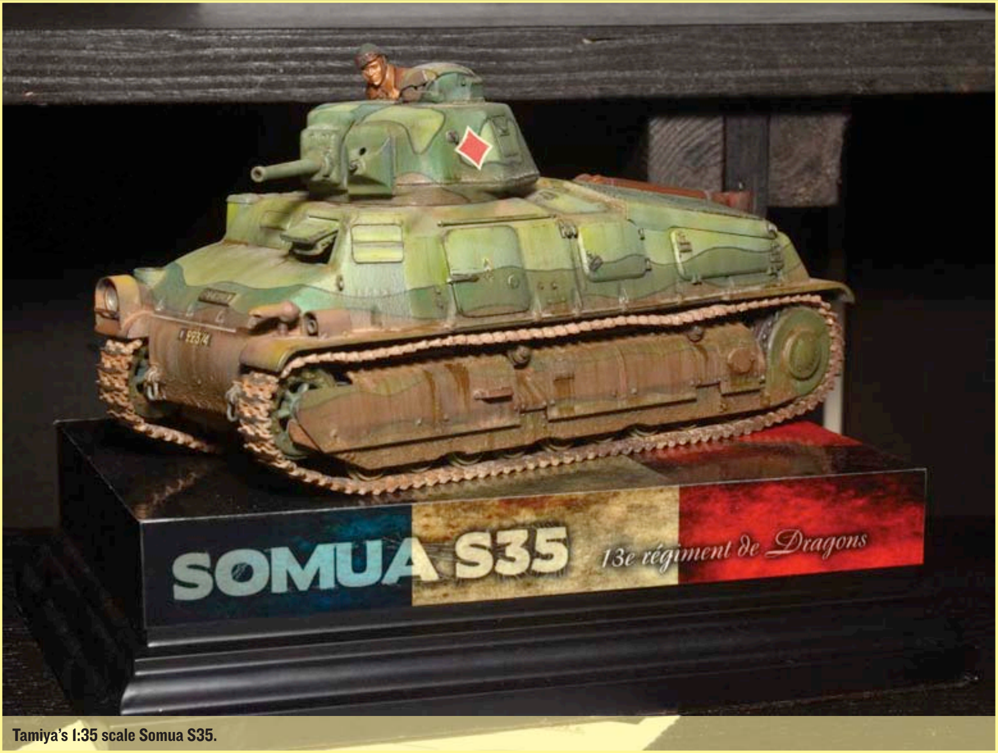
The trade hall seemed down on last year's show with very few vendors selling kits of AFVs and accessories, most being figure makers and sellers, further reinforcing the feeling of the return to figure modelling for Euro Militaire. Over the next few pages, you can see a small selection of the models that caught my eye; my apologies to those whose work doesn't appear, there just wasn't enough space! ■



A fanciful combination of 88mm and King Tiger.



IS-3 with improvised skirts.



Tamiya's 1:35 scale Somua S35.

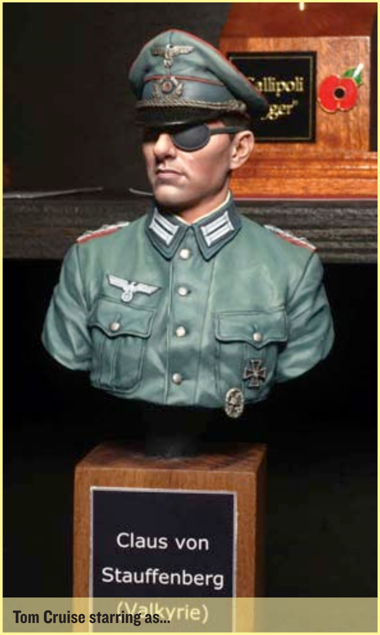
Churchill AVRE Log Carpet Carrier, 79 Assault Squadron RE, 79 Armoured Division.

Lovely animated crew figures.

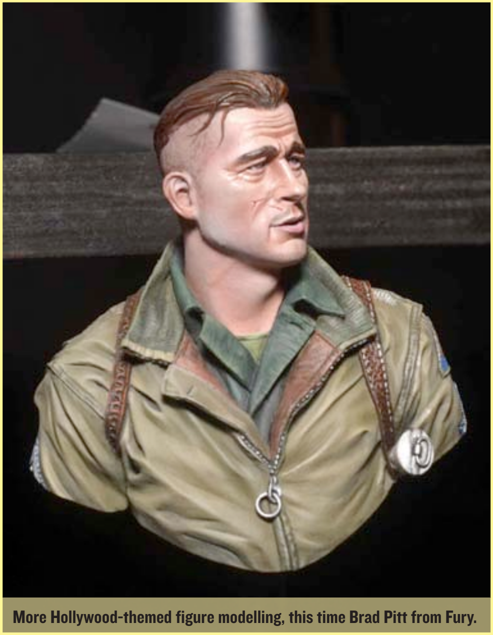
Kettenkraftrad on the move!

Encounter in Korea.

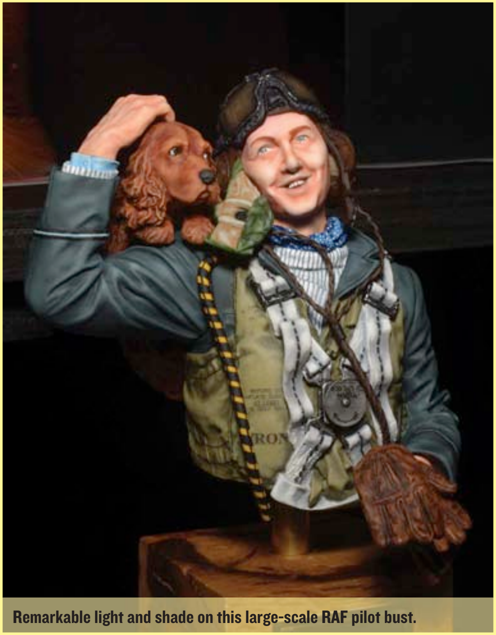
British tank riders on a Tamiya 1:35 Cromwell.


Claus von
Stauffenberg
(Valkyrie)

Tom Cruise starring as...

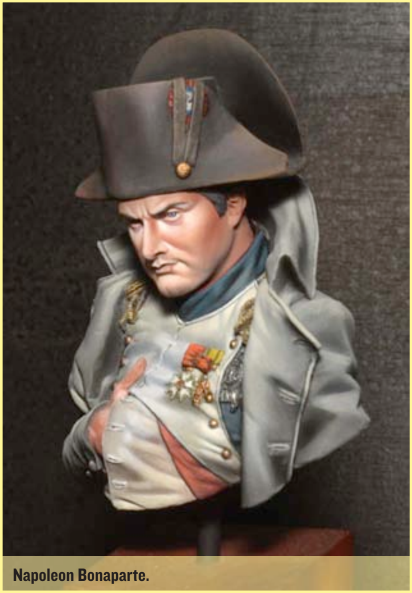


More Hollywood-themed figure modelling, this time Brad Pitt from Fury.

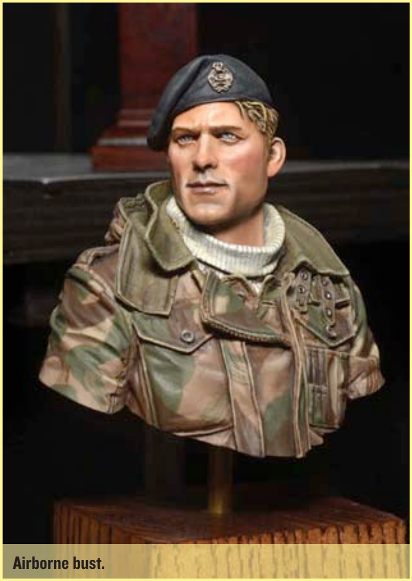


Remarkable light and shade on this large-scale RAF pilot bust.

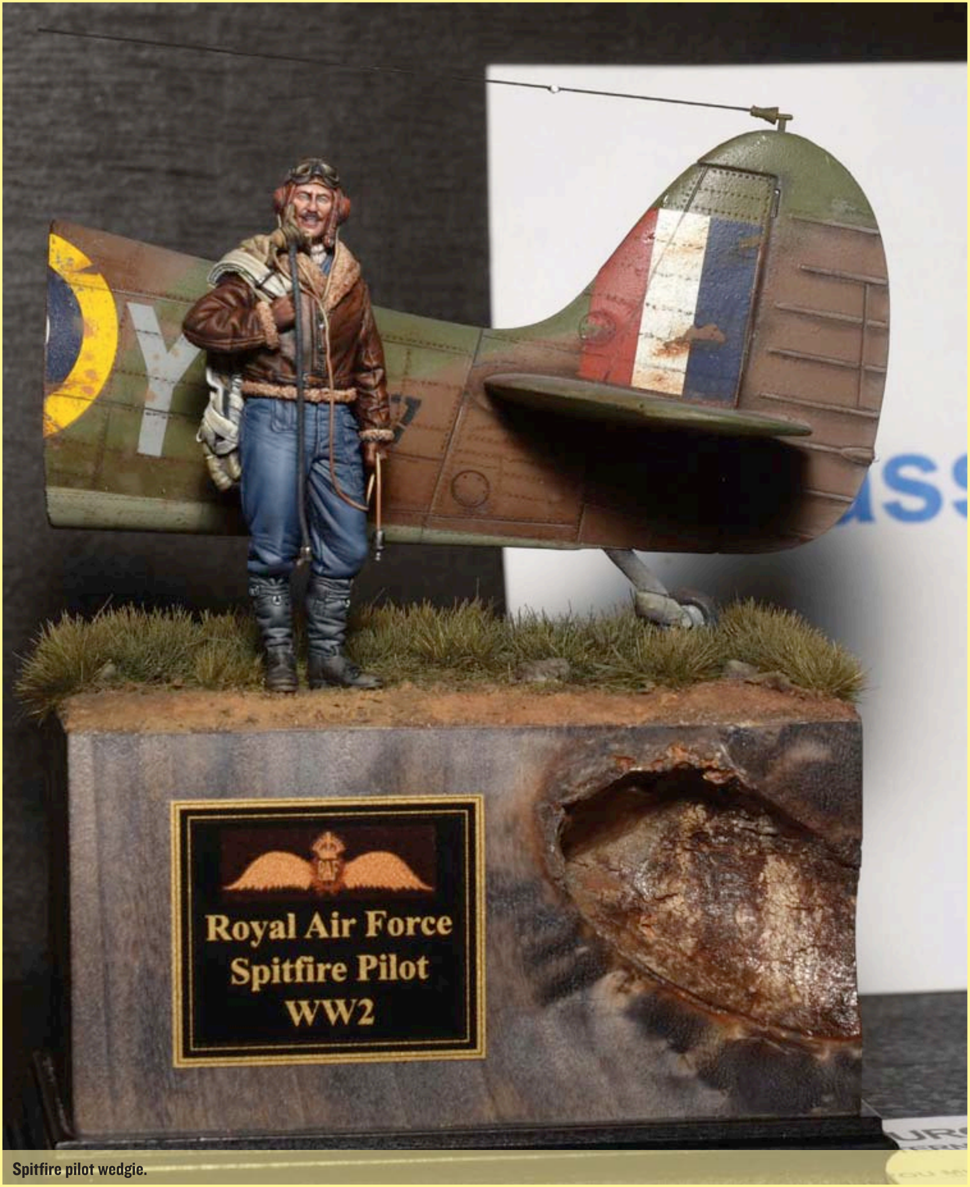
> **"My initial impression this time was a noticeably reduced quantity of AFV models but a much larger input on the figure side..."**



Napoleon Bonaparte.



Airborne bust.


Royal Air Force
Spitfire Pilot
WW2

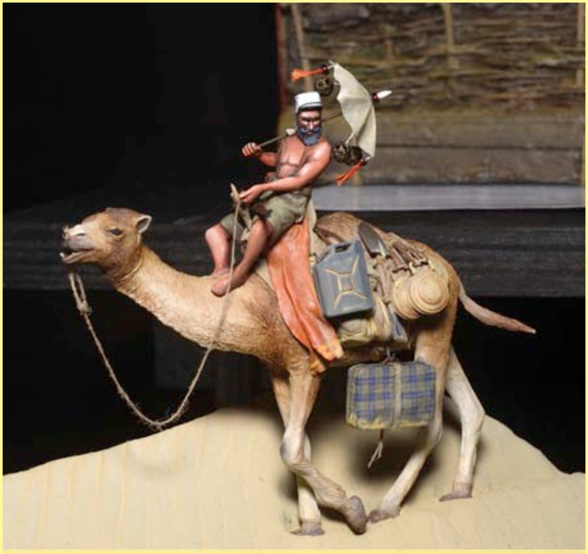
Spitfire pilot wedgie.

Large scale WWI British bust.

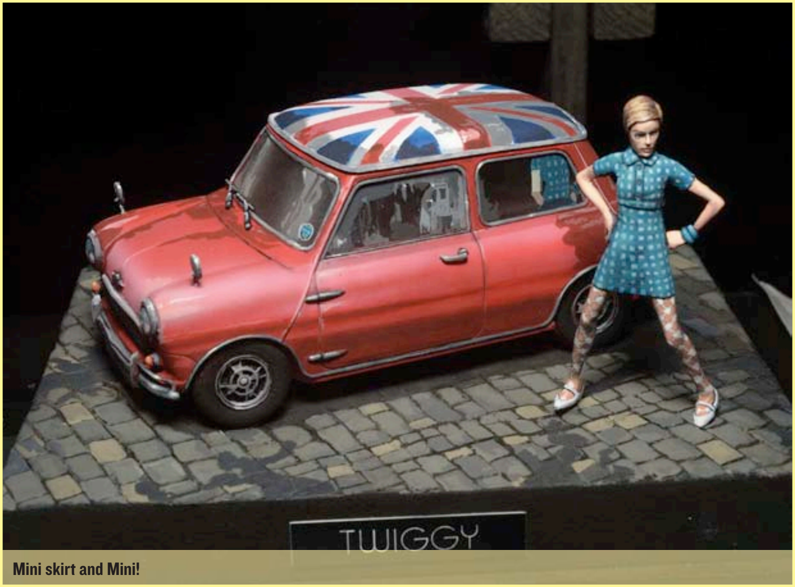
Hellboy. Any colour you want as long as it's red!

M4A3 Sherman.

RSO with subtle three-tone camouflage.



Have camel, will travel.



Mini skirt and Mini!

TANK ART 4 - GERMAN ARMOR

BY MICHAEL RINALDI
RINALDI STUDIO PRESS
ISBN: 978-0-9883363-4-8

Michael Rinaldi is a world-class armour modeller whose work will be familiar through his extensive portfolio appearing in magazines and on the Internet.

Over the last couple of years, Mike has released three publications from his Rinaldi Studio Press imprint, Tank Art 1 – WWII German Armor, Tank Art 2 - WWII Allied Armor and Tank Art 3 - Modern Armor.

Considering the wide variety of finishes and potential finishing techniques applicable to Axis subjects, it is hardly surprising that German armour makes an encore performance for the next release in the series.

In common with the first three titles in the series, this book succeeds as a step-by-step painting and weathering guide for modellers.

The hefty volume is presented in a squarish format and is printed on 224 pages of glossy, high-grade paper between its soft covers.

The contents are broken down logically, commencing with a discussion about some common and important techniques – Pin Wash, Blending, Hairspray Chipping, Whitewash Chipping, Mapping, Pigments, Disc Camouflage SBS, Whitewash SBS, and Panzer Grey SBS 1, 2 and 3. These sections are lavishly illustrated and introduce new and modified applications of these essential techniques.

This large Chapter is followed by a more detailed application of winter whitewash techniques on a number of different vehicles in different scales. Other subsequent weathering techniques are also offered to completion for all of the whitewash case studies.

The bulk of the book is dedicated to four master class examples of painting and weathering. Mike uses four models as the blank canvas to demonstrate his wide range of techniques: a Dragon Tiger II, Dragon Nashorn, Dragon Grille Ausf. M and a kitbashed Tamiya/Dragon Sturminfanteriegeschutz 33B. All these vehicles are 1:35 scale.

Mario Eens wraps up this new title with a Guest Chapter on Tamiya's 1:35 Char B1 in German service.

The finishes are described using three parallel narratives. If you are a visual learner, the photographs will provide a comprehensive guide to the techniques on their own. However, each photo is accompanied by detailed and useful captions that describe the technique in more detail, along with insights into their application by the Author. The body text is very readable and adds another layer of detail to the descriptions.

Each model Chapter is rounded out with a two-page Quick Reference guide summarising every step of painting and weathering for the specific subject

The photography is the other highlight of the book, beautifully complimenting the outstanding quality of the finishes. All the subjects are evenly lit and brightly presented against a crisp white background. The photos are large - the two page spreads are particularly impressive - and outline the techniques in the most useful sequence.

The overall layout is bright, attractive and consistent too.

Tank Art 4 – German Armor is a fantastic guide to painting and weathering the Rinaldi way. The techniques are extensive, the photography, presentation first rate and the text ably supports the images. If you are looking for a step-by-step guide to obtaining high quality painting and weathering finishes for modern vehicle subjects, this really is the ideal one-stop manual.

Highly Recommended.

Available online from Rinaldi Studio Press
www.rinaldistudiopress.com

Brett Green

TANKART
Michael Rinaldi
4
GERMAN ARMOR
SD.KFZ 164 8.8cm PaK43/1 (L/71)
NASHORN
150
151
1:35 WINTER WHITEWASH
STURMGESCHÜTZ III AUSF. B
CHIPPING
48
49

Versuchsflakwagen Fur 8.8cm Flak.37 Auf
Sonderfahrgestell (Pz.Sfl.IVc)
1/35 SCALE
8.8cm 37型实验防空自走炮
BRONCO
Bronco Models
Gun Parts supplied by
DRAGON
CAUTION
CB35174

Andrew Judson examines the unique Grille 10 self-propelled gun, now a 1:35 scale mainstream kit from Bronco.

BIG FLAK ON TRACKS

It has been quite a while since I have reviewed a WWII subject, but when I saw this kit my eye brows raised, and so here I am with this great kit.

I am not going to repeat its official designation as written above, as it is a bit of a mouthful, or should I say "page full"! This vehicle was also known as the Grille 10.

This was the first in a series of self-propelled guns dating back to 1942. The hull was made up of components from several vehicles being the Panzer IV and the Sd.Kfz. 9, as the main components. The gun, an 88mm Flak 37, was mounted on the rear, and was protected by side and rear armour on folding hinges. There were three prototypes built in 1944, two with Flak 37s and one with a Flak 41. The one with a Flak 37 was sent to Italy for Combat trials, attached to the 26th Panzer Division. The trials were considered a success and a second series of Grille 10s was ordered, but on the Panther hull. Afterwards there were other variants of the Grille family designed with many gun choices, not all were built though.

So what's in the box? A lot! There are 35 sprues of various sizes, in grey plastic, 13 sprues of track pins and 21 strips of individual track links in brown plastic, three clear sprues, a sheet of photo-etch, the lower hull, a decal sheet of high quality, a colour sheet of the box art and finally, the instructions, that are very well printed and laid out, in a good build order.

In total, all of that equals 1,234 parts – phew, that's a lot of kit in one box!

Looking more closely at the parts, one can see that the lower hull parts are Bronco, and the Flak is by Dragon. Both are very high quality, being crisp, with no flash, and requiring very little cleaning up. There are some very small parts in there, so care will be needed.

To start the build, we begin with the lower hull and the driveline. I was very impressed with the workable torsion bar suspension, a nice touch. Placing on all the wheels, one will need to refer to the instructions to ensure all is placed correctly and aligned. It is a little complex, just take your time.

The tracks are next, and these are very much the same as Modelkasten type sets, being placing the links onto a small jig, and then glueing in the tiny pins on each side of these. A slow but rewarding process, well worth the effort. Overall, there are five stages to this part of the build.

Next is the upper deck assembly, over the next 8 stages. This looks to be a fairly simple part of the build, however, there is a little etch involved, so I would recommend care here to ensure correct folding and placement of these parts.

The next 11 stages involve the construction of the Flak 37. This shows the level of detail involved here. The detail is amazing, and the build sequence well laid out, making this quite a pleasurable build. I must say I am quite impressed with this Flak.

The last three stages involve the fitting of the Flak in place and a few other parts such as tools, tow cable and the barrel travel lock.

There are three choices of finish, being Dark Yellow, Sand, and a tri-colour scheme which was the apparent chosen scheme for this vehicle, had it gone into full production. The decals are very few, being none on one, crosses on each side for the cam version and then crosses and unit marking for the combat trial version. I am sure all of these will look very nice.

This is a fantastic kit and the co-operation between Bronco and Dragon works well. The detail is brilliant, the parts quality very high and not over engineered. When you first look at it, it seems very daunting, but when you read the instructions, it's not so complex. I will say though, this is not a kit for a beginner, and more directed at the advanced modeller. If you are after a quick build, do not bother with this one. I think time will be required to do a good job with this, but time well worth it. The subject matter is good, and I am sure will prove to be popular. I very much look forward to building this beast, so stay tuned folks!

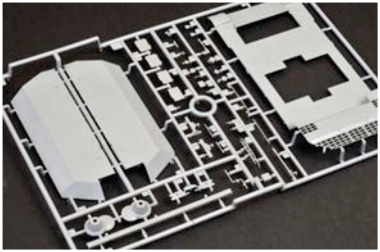
I highly recommend this kit. ■

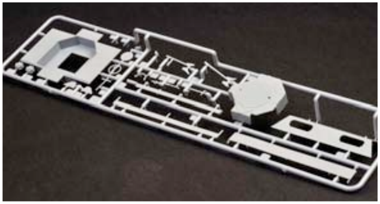
Thanks to Bronco for the sample www.cn-bronco.com

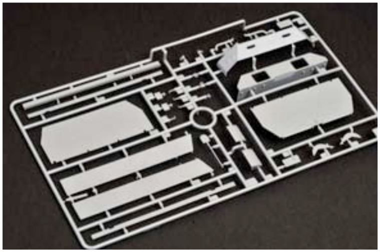
Lots of track links!

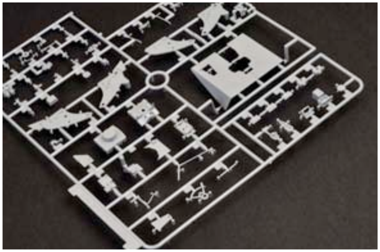
The clear parts.

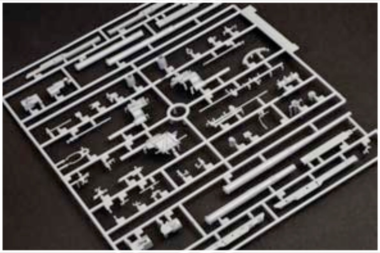
The one-piece lower hull tub.

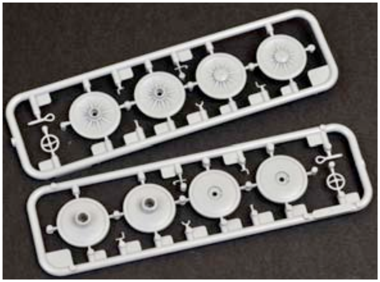

The upper hull and large folding side sections.

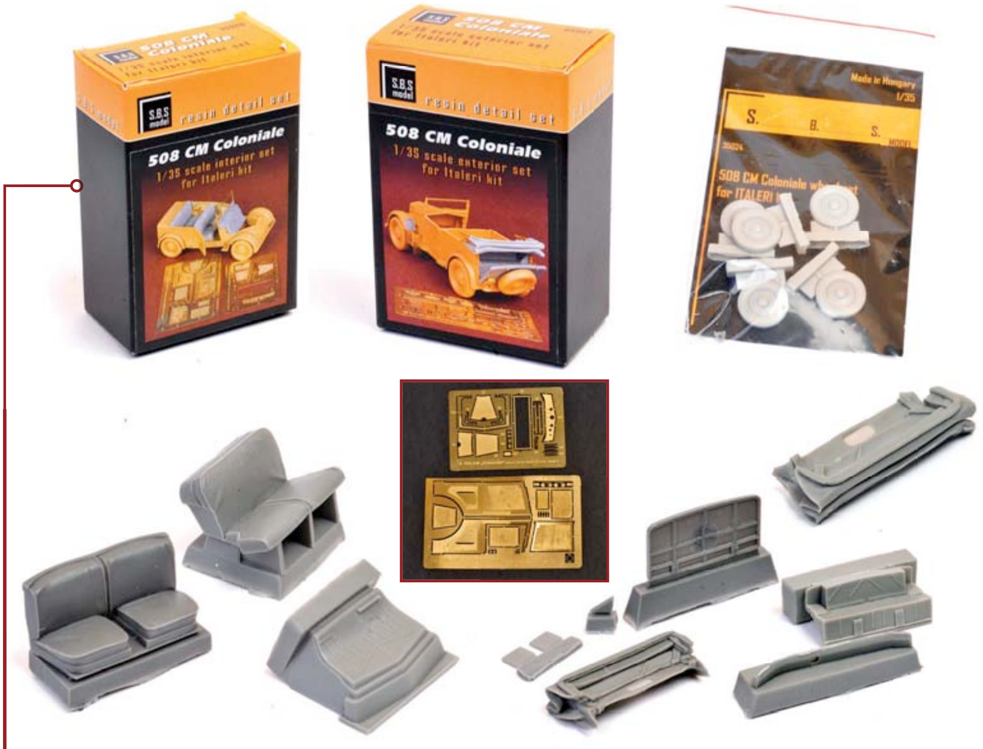

Hull detail parts.

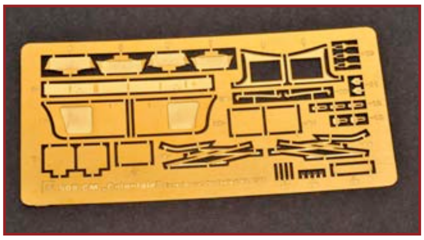

The quality of moulding and detail is excellent.

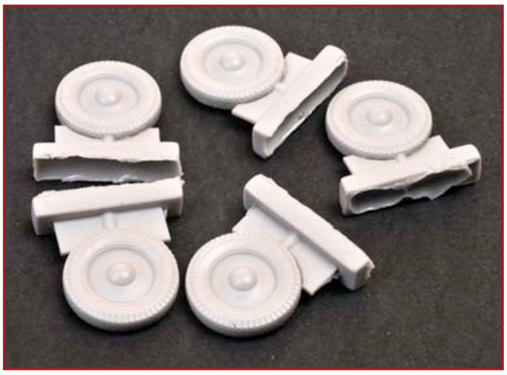

The gun components are sourced from Dragon.


Flak 37 barrel and gun detail parts.


The unique "pressed" road wheels.


S.B.S model
resin detail set
508 CM Coloniale
1/35 scale interior set for Italeri kit
508 CM Coloniale
1/35 scale exterior set for Italeri kit
Made in Hungary
1/35
S. B. S. MODEL
508 CM Coloniale wheel set for ITALERI kit





S.B.S MODEL

1:35
CM COLONIALE UPDATES
ITEM NO. 35020 INTERIOR SET
ITEM NO. 35021 EXTERIOR SET
ITEM NO. 35024 WHEEL SET

The Fiat 508 Coloniale was the military offshoot of the very popular Balilla sedan, which was first produced in 1932. When Italeri first produced this kit a few years back, I quickly went out and purchased it. The kit has good bones but suffered from a few minor accuracy issues mainly centred on the windscreen height and a few other wheel nit-picks.

S.B.S. Model has seen fit to produce not one, but three upgrades for this kit. The first (35020) addresses the windscreen height issue, with a resin firewall that replaces the kit part and a photo-etched windscreen frame. In addition to this, a set of resin replacement seats are masterfully done with subtle and beautifully rendered creases on the seat fabric itself. The rest of this set includes photo-etched replacements for the dashboard with photo negative instruments, complete interior side wall details, replacement floor coverings and various other fittings. The photo etch is handled a very high standard with very small "cut off "runners in evidence.

The second update set (35021) tackles the exterior of the vehicle. The Italeri kit really, only gives you one option for the roof. This was seen at the time of release as a bit of a disadvantage as it was after all a soft-top vehicle. Well, S.B.S Model has come to the rescue providing one of the best folded fabric roofs that I have ever seen in resin. Not only are the folds in the fabric accurate and subtle, they include the inner support belts and the opening for the rear window. Each of the support bars are offered as lovely one piece affairs in photo etch. The set then goes on to include a one-piece resin boot lid with outer and inner detail together with the internal structure of the boot itself.

Moving to the side of the vehicle, the two (one for each side) small stowage boxes near the front cab doors are included in photo etch with resin cushions that sit on the boxes themselves.

Various other fittings like the cab sidesteps, number plate and locks are also included on the photo-etched fret.

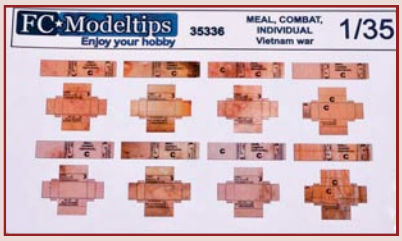
The third update (35034) concerns itself with the wheels. The Italeri kit has two piece plastic wheels and while acceptable for an out of the box build, they suffer from very poor tread detail and the hubcap is a far too large for the Coloniale version. The resin replacements offered by S.B.S model are light years ahead in terms of detail than their plastic cousins. The tread detail is outstanding and the hubcap is the right size and shape. The inner rim, which is almost unseen, even has the attachment nuts on the outer hug ring!

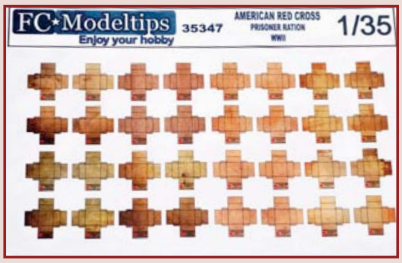
In my opinion, good aftermarket updates make you want to build the model they are intended for. With these updates, they not only want me to build the Italeri kit, but they want me to build it now! Even if you're only remotely interested in this vehicle, you can't go past these updates, they're just that good.

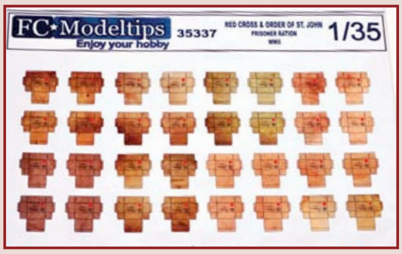
Highly Recommended.

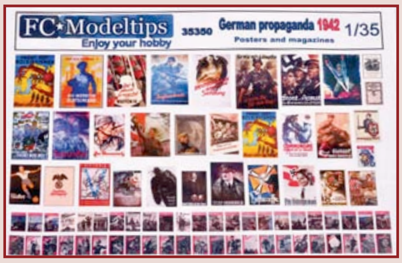
Thanks to S.B.S model for the review samples www.sbsmodel.com

Luke Pitt


FC•Modeltips
Enjoy your hobby
35336
MEAL, COMBAT, INDIVIDUAL Vietnam war
1/35


FC•Modeltips
Enjoy your hobby
35347
AMERICAN RED CROSS PRISONER RATION WWII
1/35


FC•Modeltips
Enjoy your hobby
35337
RED CROSS & ORDER OF ST. JOHN PRISONER RATION WWII
1/35


FC•Modeltips
Enjoy your hobby
35350
German propaganda 1942
Posters and magazines
1/35

FC MODELTIPS

1:35 SCALE
MEAL COMBAT INDIVIDUAL, VIETNAM WAR, ITEM NO. 35366
AMERICAN RED CROSS, PRISONER RATION WWII, ITEM NO. 35347
RED CROSS & ORDER OF ST JOHN PRISONER RATION, WWII, ITEM NO. 35337
GERMAN PROPAGANDA POSTERS AND MAGAZINES, 1942, ITEM NO. 35350

FCM is a relative newcomer to the accessory industry, and is the brainchild of MMI contributor and master modeler Federico Collada.

The recent releases under review are all printed paper sets of ration boxes, dating from WWII to the Vietnam war era. They are colour printed in different tones to give that look of different types of age and wear and tear. This is a very clever idea, rather than all the same making for a far more interesting look when placed on a vehicle or stack. The printed text is clear and sharp showing the quality of this product. Also here is a sheet of German Propaganda Posters and Magazines. These too are very sharply printed, and the magazines are a great addition to any diorama or free standing vehicle or figure. I can think of so many ideas for these.

I think these are brilliant sets and look forward to seeing what other sets are released in the future. I am happy to recommend these to all.

Highly Recommended.

Thanks to FCM for the sample http://www.fcmodeltips.com

Andrew Judson

6
AUTHENTIC ACRYLIC COLORS
HEMP ROPES and TARPS
LIFECOLOR
DIORAMA SET

LIFECOLOR

CS 28 - HEMP ROPES AND TARPS
CS29 - BURNED
CS30 – LEATHER

It is always nice to add new colours to your paint collection, and here we have three new sets from Lifecolor.

Lifecolor has been around for some time now. They offer an excellent range of paints and are always expanding on that range as these.

In the first set, Hemp Ropes and Tarps there are six colours as follows:

UA752 Dark Umber Hemp, UA753 Mediam Brown Hemp, UA754 Dirty Hemp UA755 Worn out Hemp, UA756 Weathered Hemp and UA757 Colorless Hemp.

Combining these all together, you have a great series of colours to paint exactly what the set is intended for, being ropes and tarps. Depending on the finish you want would determine the colour you use. These could be used also on other bits of equipment as well, like webbing straps etc.

Next we have a set descriptively called Burned, being 5 colours and a pot of pigment:

UA758 Blackened Umber, UA759 Exhausted Umber, Ua760 Rusted Umber, UA761 Burned Stains, UA762 Incinerated White and lastly, the Pigment, Ash.

Again, these are all very handy colours to have, especially for the intended effects, where one could go from light to very heavy burned effects. These also could be used for rusting as well, they go together i guess.

To wrap up we have Leather, which also has six colours in the set being:

UA763 Leather Warm Shadow, US764 Leather Brown Shade, UA765 Leather Reddish Tone, UA766 Leather Yellow-Ocher Tone, UA767 Leather Cold Light Shade 1 and lastly UA768 Leather Cold Light Shade 2.

This very versatile set could be used on so many different things from boots, equipment, straps, seats in vehicles, clothing and much more. I would say they could be used along with other sets as well making these colours quite diverse.

Overall, the three sets presented here are very nice and will create some interesting visual effects on what ever project they are applied to.

Recommended.

Thanks to Creative Models Limited for the samples www.creativemodels.co.uk

Andrew Judson

LIFECOLOR
Diorama Series
UA 756
UA 753
UA 757
UA 755
net 22 ml

LIFECOLOR
Diorama Series
UA 758
UA 760
UA 762
PIGMENTS FOR MODELLERS
22ML APROX.

6
AUTHENTIC ACRYLIC COLORS
BURNED
DIORAMA SET
MATT COLOURS HIGH PIGMENT CONTENTS

6
AUTHENTIC ACRYLIC COLORS
LEATHER
DIORAMA SET

LIFECOLOR
Diorama Series
UA 764
Leather Brown shade

www.hauler.cz
Hauler
kits & accessories
HLU35083
1/35
STEEL BARRELS

HAULER

1:35 STEEL BARRELS
ITEM NO. HLU35083

Hauler is well known in the military modelling industry, especially for the great range of 1:48 items that they produce. But here we have a generic set of four 1:35 scale steel barrels.

They come in a nice labelled box and are produced in resin and cast to a very high standard. They do have quite a chunky casting block on them, so a razor saw will be handy for this job.

Detail is very crisp, with no cleaning really needed other than the blocks attached.

With careful painting I'm sure these will look excellent on any project used on.

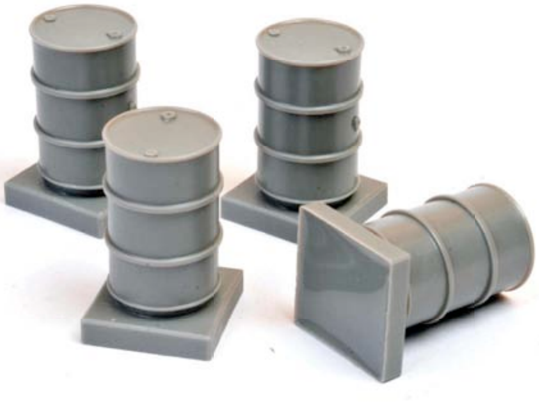
I can see these in a vehicle, side of a road, improvised explosive - the list goes on.

I think this is a very handy set to have.

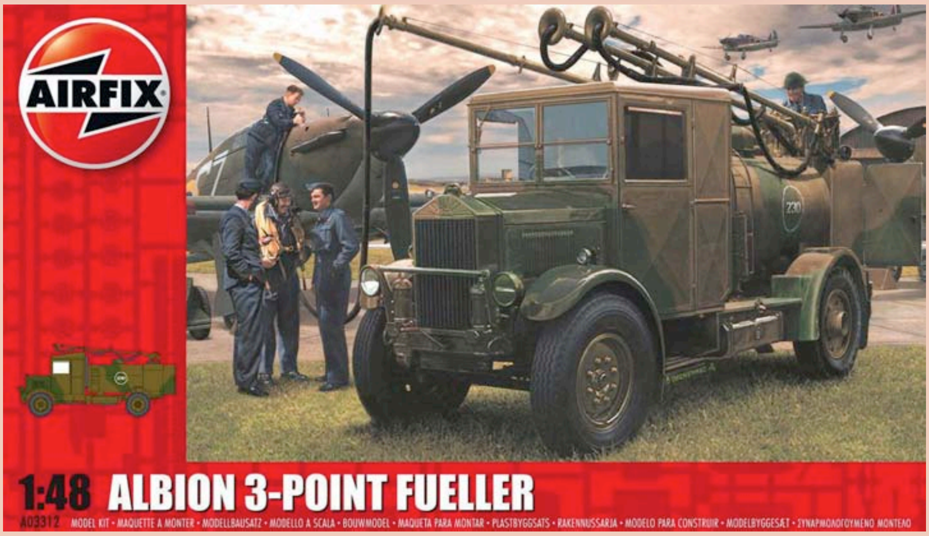
Recommended.

Thanks to Hauler for the sample www.hauler.cz

Andrew Judson



2015 – A YEAR IN RETROSPECT


AIRFIX
1:48 ALBION 3-POINT FUELLER
A03312
MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGSATS • RAKENNUSSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ΣΥΝΑΡΜΟΛΟΓΟΥΜΕΝΟ ΜΟΝΤΕΛΟ

The 1:48 scale community has seen a whole raft of new product releases this year and on the face of it, this leads me to believe that our beloved scale is still healthy and bumping along nicely. It is hard to believe that this column started in 2009 and that since then we have managed to review well over 200 different products over this 6 year period - not bad considering that someone once said “the scale will be dead within a year and your column soon after”.

Some manufacturers have left altogether while other new companies have emerged. Plastic kits releases have been quite good with Tamiya leading the way yet again. There is no denying that they are the masters of simple yet accurate plastic manufacturing. While some of their releases have left me a little cold, others, like the Horch, have amazed me with what I would describe as detailed simplicity.

Another plastic manufacturer that surprised me was Airfix. I must confess, I am part of the generation that cut my teeth on this brand and their re-emergence over the last few years has been nothing short of phenomenal. Their most recent 1:48 scale military kits for example (like the Bedford and Albion) are outstanding. I hope they continue with this line as the scale needs at least two mainstream manufacturers to keep the other honest.

The aftermarket producers have once again raised the bar in terms of what they produce. Tank Workshop has been a little slow this year but are about to release a number of conversions and full kits by the time this column goes to press. The thing I like about their sets is that they are sensibly priced and offer outstanding value for money.

Hauler continues to release photo-etched updates for every new kit and are pretty much bullet proof in terms of what you really do need with a etch set. We have also seen some quite stunning and different full kits from this manufacturer this year.

Gasoline from France has always been a staple in 1:48 scale and this year they have brought out a number of quite outstanding full kits as well as updates to their ever expanding range.

The small European firm of “Tank Mania” should now have released a full kit of a T-55 and while I have not seen the kit I have ordered one mainly on the strength of their previous 1:48 scale releases.

As you may or may not know, I write this column at least 3 months ahead of the official news stand release date. For that reason it has been quite a challenge to keep the reviews of product fresh. Generally, I have tried include enough material to cover 2 pages; I’m afraid however with the slowdown in almost every manufacturers the column may well have to be reduced to one page in the very near future (Editor’s Note – Yeah, sure, Luke has been saying this for years!)

All of you who read this column regularly will no doubt be aware of my love of high quality figures and, in my mind one of the best figures releases this year has come from Stalingrad. Their four 1:48 scale sets are quite simply outstanding. These and the Corsar Rex figures from last year are that so good that all other figures in this scale can only be judged against them. At the other end of the scale, the figures from Wargames Factory, while not marvels of plastic moulding are streets ahead of almost all of the earlier Tamiya figures. The heads for example are outstanding. Phil Young’s “Figures with Attitude” has released another batch of 1:48 scale heads and is about to release a small range of full figures that, if the preview photos are any indication, they may well turn out to be some of the finest 1:48 scale figures produced thus far. This is good news that leads me to believe the scale is healthy and continues to move on.

From a personal standpoint, my 1:48 scale build rate has been extremely slow with, only one piece finished and another on the bench. I tend to slip from one project to another without really finishing anything!

I would like to offer thanks to our reviewers and to the manufacturers that send us samples. Without them, this column would not be possible.

I’d also like to offer all our readers a safe and happy time during the course of 2016. Let’s hope that we all build a little more than we did in 2015!

Until Next Time
Luke Pitt

RED ZEBRA

1:48 SCALE
AIRFIX JACKAL REPLACEMENT WHEELS
BATTLE DAMAGED PALM TRUNKS

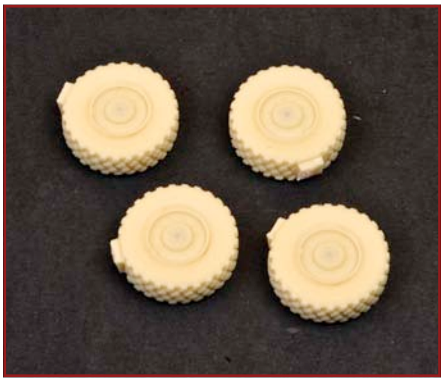
I’m a great fan of Red Zebra products. They offer sensibly priced products that are so usable in a number of different ways, and these two sets are no exception.

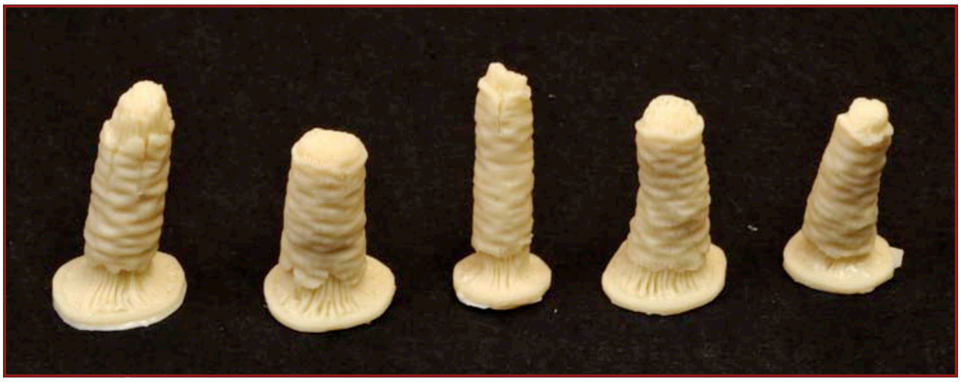
The wheels for example, replace the average Airfix parts with no tread pattern with replacements that have a very well defined tread pattern.

The palms too can be used almost anywhere and will add a remarkable amount of finesse in the way they are rendered.

Our thanks go out Red Zebra for providing the review samples and they can be contacted on the following web site www.redzebramodels.co.uk

Luke Pitt





"DEVASTATOR"
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1:48 SCALE
DEVASTATOR
KIT NO. K-AL807

"Dust" is a series of graphic novels created by Paolo Parente that creates an alternate universe where Germany, aided by technology recovered from a crashed alien spaceship in Antarctica, is able to end the Second World War in a stalemate that creates three major powers: the Axis powers, the Anglo-American Allies, and the Sino-Soviet Union.

Among other things, the alien technology leads to the development of "walking tanks" that combine recognizable elements from real World War II vehicles.

This 1:48 mixed-media kit depicts an American T-28 that has been modified and pressed back into service. The model is actually designed to be used as a wargaming miniature in the "Dust Tactics" game, and includes a gaming base and data card for the game. In a nutshell, this model is a six-legged walker with what looks like a shortened body of an American T-28 that holds a modified laser cannon.

Armour modellers will recognize many of the fittings on the vehicle, including a cupola that looks to be sourced from an M113. The kit consists of two sprues of injection-moulded parts and approximately 30 resin parts, all moulded in dark grey. Moulding of the injection parts is good, with nice rivet detail. The resin parts are very well done, with no warpage and only small pour plugs. There are plenty of opportunities to further detail the model, including engine screens, crew figures, antennas, weld seams and, hydraulic lines on the legs. Fit of the parts appears to be good, but there will be seams to clean up on the legs and body.

The model is designed to be fully articulated, so you could pose the legs crossing uneven terrain, turn the body and independently elevate the weapons pods. The commander's hatch may also be positioned open or closed. The instruction sheet is a simple four-page colour affair, with assembly depicted in three steps. Anybody who has built a Warhammer kit will recognize the style.

Although the plastic parts in the kit are numbered on the sprue, none of the part numbers are indicated in the diagrams, nor are the plastic vs. resin pieces identified. You know, we modellers sometimes get a little serious about the hobby and this kit adds a large fun factor as you can basically do whatever you want with it. I think that I'll build this. I like it!

Our thanks go out to Dust models for providing the kit for review. They can be contacted and the kit purchased from: www.dust-models.com

Luke Pitt

THE GREAT HOBBY SHOP CAMPAIGN

This month we swing over to Greece and Mr Stavros Solis describes his favourite hobby shop:

plastimodellismo

"Hello Luke,
This is Plastimodellismo model shop in downtown Athens, Greece. Its owner is Dimitris (Jim) Larozas, is a modeller and collector, as you can see from the old Triumph Spitfire parked outside the shop.
His current project is the restoration of a Willys MB so he decorated the shop with the front half of it, configured as an SAS Jeep.
Plastimodellismo is one of the most popular model shops in Greece because there, one can find almost everything one needs in regard to kits, modelling materials, tools and modelling books. The shop, as is the owner, is a welcoming place to visit, discussing the various "trends" in the hobby."

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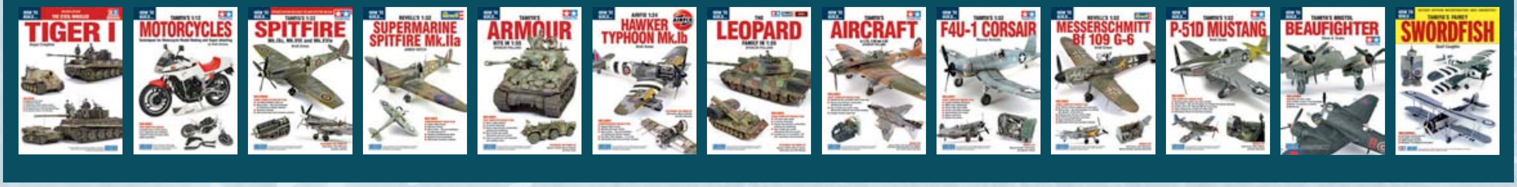

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E-50 STANDARD PANZER

Pawel Rzymski builds the 1:35 scale Trumpeter E-50 Paper Panzer, and John Osselaer presents interesting reference in a new Think Tank article.

ACTSMS 2015 SHOW REPORT

The Editor visits the ACTSMS Show in Canberra.

FATHER SON BUILD

John Bonnani picks up where his father left off with Tamiya's classic 1:35 scale KV-2.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

The Last Success - Operation Südwind

Tamiya's 1:35 FAMO and Dragon's Jagdpanzer IV in a dramatic scene by Vladimir Adamec.

Gott mit Uns
Panzerkorps Feldherrnhalle
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...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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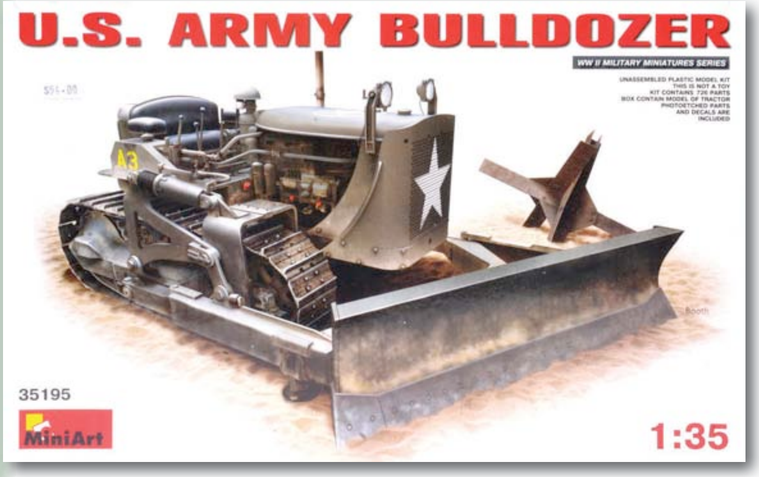


The Editor wades through MiniArt's remarkably detailed 1:35 scale Caterpillar D7 Bulldozer.

COMBAT BULLDOZER

MINIART 1:35 US ARMY BULLDOZER • KIT NO. 35195

The Caterpillar D4 track-type tractor is a small bulldozer manufactured by Caterpillar Inc.

Caterpillar first introduced the RD4 in 1936 as the diesel follow-upto the successful CAT 30 petrol model.

The RD4 originally weighed in at 10,000 pounds, and used Caterpillar's D4400 engine, an inline four-cylinders, with a 4.25x5.50 inch bore and stroke.

In 1935 Caterpillar had started the naming convention of "RD" for diesel or "R" for regular petrol, followed by a number to indicate the relative engine size. In 1937 the "R" was dropped, and just a "D" was used for the diesel versions.

At the time of introduction of the RD4, the D4400 engine produced about 43 HP at the drawbar so the 4 indicated the relative engine power. The D4 U series was fitted with the more powerful D315 engine. The D7 was very simlar to the D4, having two return rollers on each side instead of one*

During the Second World War, the Caterpillar D4 Bulldozer was used widely by Allied forces in all theatres for clearing battlefields of obstacles and making roads accessible by clearing rubble and filling in bomb craters. They were also used in military construction and engineering roles.

Mini Art has recently started a new family of WWII military bulldozers and tractors, both armoured and un-armoured.

One of their newest releases is simply labelled U.S. Army Bulldozer, but it is indeed a Caterpillar D7. This model will offer many military and civilian possibilities.

The first impression of the box is its sheer weight. It is heavy, and opening the box reveals a dense jungle of sprues backed into a single clear plastic bag. I suppose this is good for the environment but it does increase the risk of scuffing and parts loss.

There are also very few large recognisable parts.

The kit is made up from a whopping 753 light grey plastic parts, four parts in clear plastic, a modest photo-etched fret and decals for four vehicles.

360 of the grey plastic parts are for the four-part track links. Each link is made up from two substantial sides, a linking pin and a top plate. Each full run is only 36 links, so you'll have plenty of spares to play with.

Construction of the engine is covered in the first 20 steps of the instructions. The engine is beautifully detailed, and your efforts won't go to waste, as it will be quite visible through the open sides of the body.

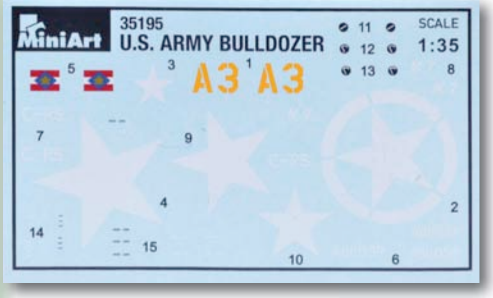
The wheels and running gear are also thoroughly detailed, with plastic (mercifully non-workable) springs, wheels, sprockets, covers and other various details.

The open cab is fairly simple, reflecting the nature of the real vehicle.

The final steps of the instructions deal with the big dozer blade.

Headlight lenses are supplied in clear plastic.

The decals are well printed and colours look good. All three vehicles are finished in overall Olive Drab. Two are attached to US Army Engineer units in France, 1944 and the CBI, 1944; while the third option represents a vehicle with the Royal Engineers Battalion, 2nd Canadian Corps, Falaise, France in the Summer of 1944.



The decal sheet.

CONCLUSION

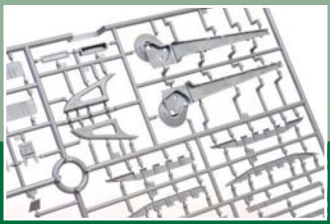
This is a remarkably detailed model of a fascinating vehicle that has a wide variety of possibilities, either as part of a diorama or as a standalone model.

The large number of small detail parts will demand care in construction, but any experienced military modeller should be able to handle this kit.

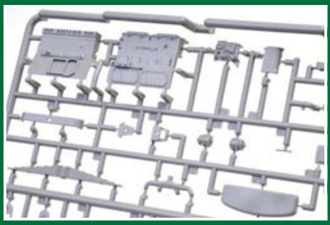
You will certainly have a very complete Caterpillar D7 Bulldozer when you've finished! ■

Thanks to Creative Models Australia for the sample
www.creativemodels.com.au

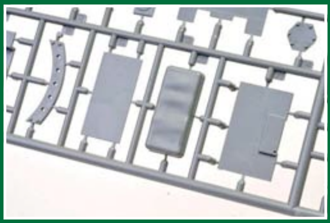
Historical summary courtesy of Wikipedia
https://en.wikipedia.org/wiki/Caterpillar_D4



Quality of the mouldings is very high.



The beautifully detailed engine is built around this impressive block.

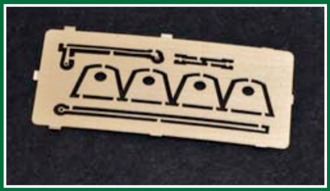


The operator's seat.

The big dozer blade.

The blade mount and front grille.

Lots and lots of tiny parts!



The kit-supplied photo-etched fret.

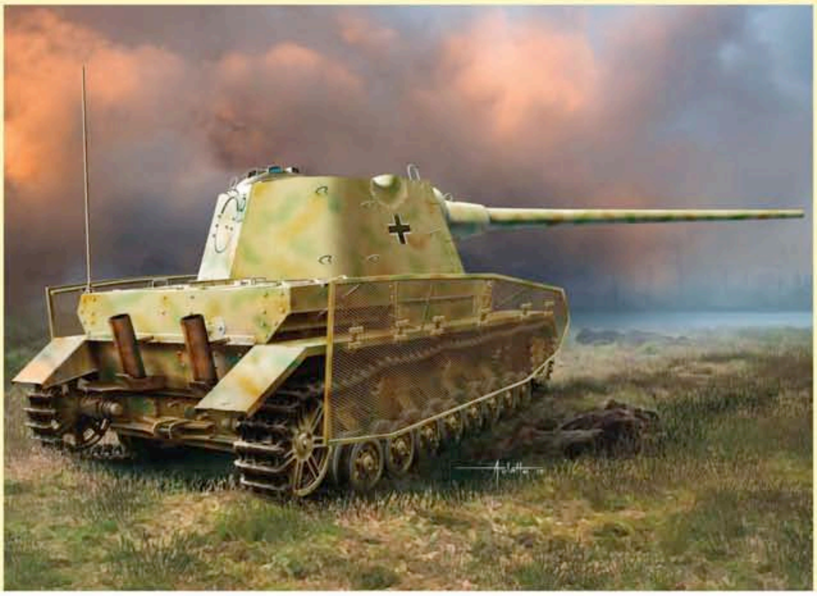
The clear headlight lenses. You'll have two left over.

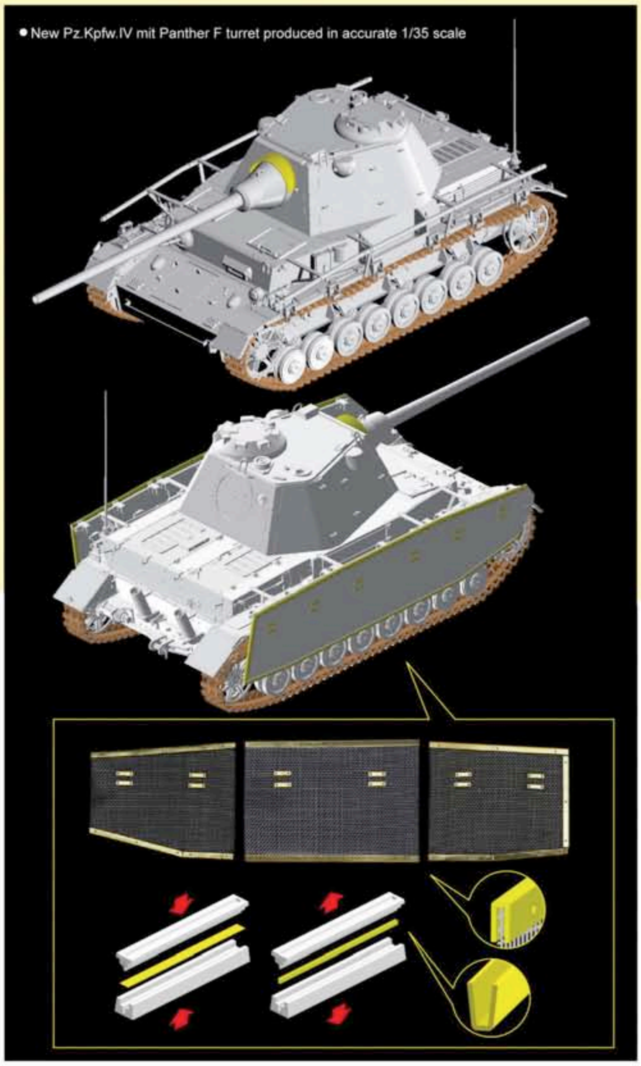
1:35 '39-'45 SERIES

Pz.Kpfw.IV mit Panther F Turret

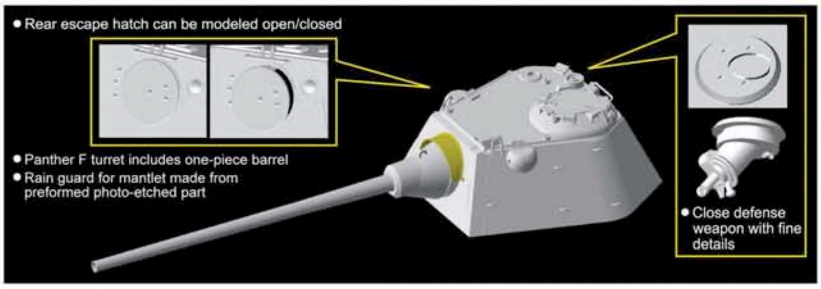
Smart Kit

Engineered for modeling enjoyment **Plastic parts with enhanced detail** **Unprecedented value** **Ready for immediate assembly!**





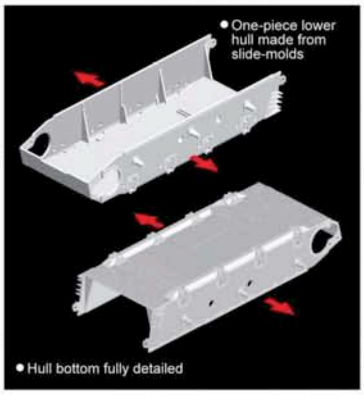
- New Pz.Kpfw.IV mit Panther F turret produced in accurate 1/35 scale



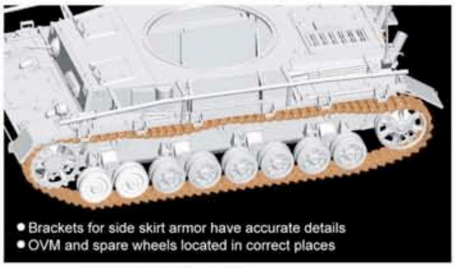
- Rear escape hatch can be modeled open/closed
- Panther F turret includes one-piece barrel
- Rain guard for mantlet made from preformed photo-etched part
- Close defense weapon with fine details

- Commander's cupola molded in superb detail

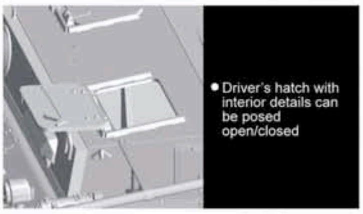
- The commander's hatch w/interior details - can be assembled open/closed



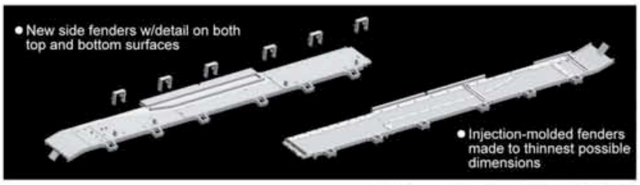
- One-piece lower hull made from slide-molds
- Hull bottom fully detailed



- Brackets for side skirt armor have accurate details
- OVM and spare wheels located in correct places

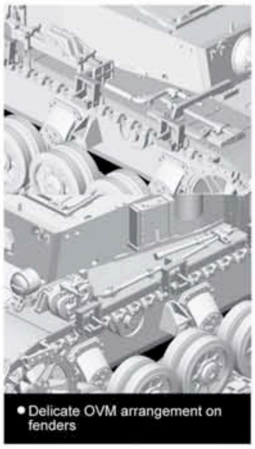


- Driver's hatch with interior details can be posed open/closed

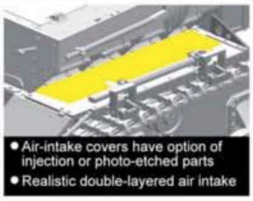


- New side fenders w/detail on both top and bottom surfaces
- Injection-molded fenders made to thinnest possible dimensions

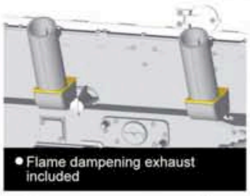
- One-piece upper hull made by slide mold



- Delicate OVM arrangement on fenders



- Air-intake covers have option of injection or photo-etched parts
- Realistic double-layered air intake



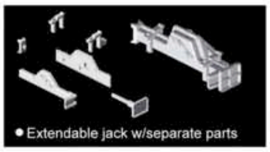
- Flame dampening exhaust included

- Optional late-style return rollers included

- Road wheels and suspension w/multiple components exhibit crisp detail

- Detailed DS tracks produced

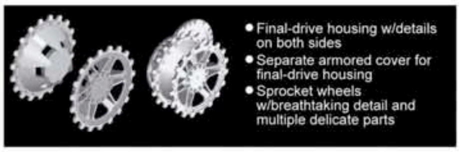
- Idler wheels have intricate details



- Extendable jack w/separate parts

- Rear antenna included

- Accurately detailed idler adjuster mountings



- Final-drive housing w/details on both sides
- Separate armored cover for final-drive housing
- Sprocket wheels w/breathtaking detail and multiple delicate parts

DRAGON

D6824

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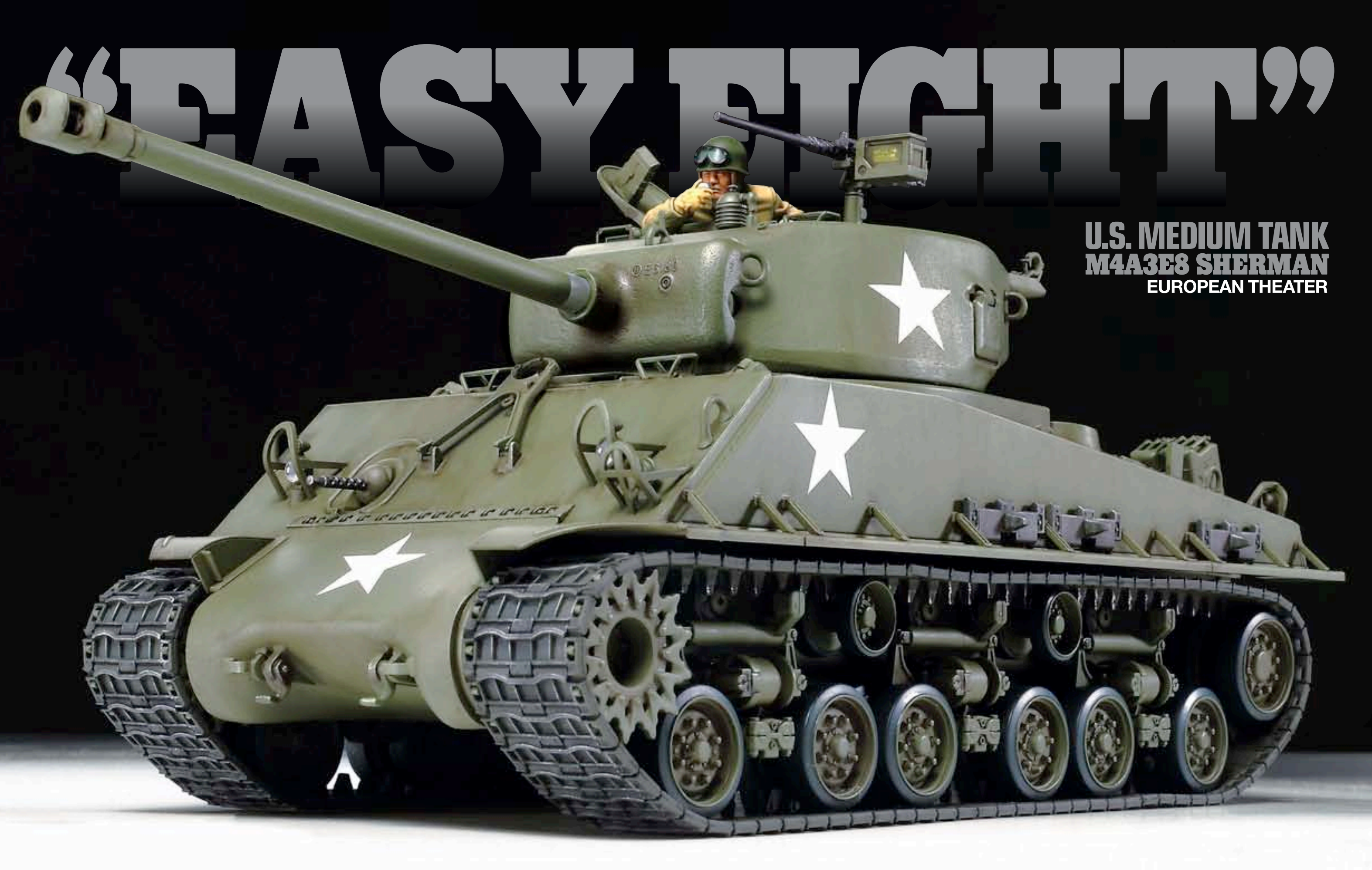


An Easy Choice to Bolster Your Collection

1/35 U.S. Medium Tank M4A3E8 Sherman "Easy Eight" European Theater (Item 35346)

1/35 SCALE

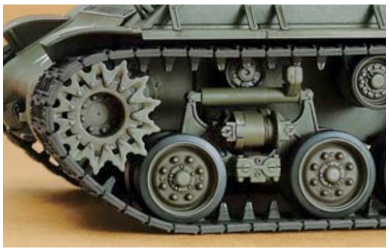
The U.S. M4 Sherman tank was undoubtedly one of the symbols of WWII, deployed in great quantities and numerous variants to counter the threat of German armor. One such variant was the M4A3E8, which was one of the final Sherman types and thus had the benefit of design improvements developed from experience in battle. These included a hardy welded late production hull, plus the welcome addition of the 76mm main gun capable of penetrating 135mm sloped armor from 900m. It was also fitted with new Horizontal Volute Spring Suspension (HVSS), and wider tracks, making for the significantly more comfortable ride that led to the M4A3E8's nickname of "Easy Eight." They were thrown into their maiden operation in the Battle of the Bulge in December 1944 as part of the 4th Armored Division under General Patton's overall command, contributing to the relief of the besieged town of Bastogne and the eventual triumph of the Allies in the European Theater. Now, this Tamiya-designed "Easy Eight" joins the famed 1/35 scale Military Miniature Series.

★Tamiya undertook exhaustive surveys of real M4A3E8s in order to depict its form with great accuracy, including the subtly curved turret surfaces, flat welded hull panels and the HVSS. ★Slide molded turret and upper hull parts offer an unbeatable combination of detail and fuss-free assembly. ★Features detailing on commander and driver hatch reverses, such as separately molded periscope parts. ★Engine grille, rear-installed deflector, and tool parts showcase stunning realism.

Comes with 2 European Theater marking options.

Length: 214mm

★Images show assembled and painted kit.
★Product may vary from images shown.



Wide, single-pin T66 tracks are realistically depicted using belt type parts. Drive sprockets feature precisely molded holes.

Comes with commander torso figure and clear parts to depict cupola vision blocks.

Slide molded parts artfully capture surface textures of cast turret and welded upper hull panels.

1/35 Military Miniature Series

U.S. Tank Crew Set (European Theater) (Item 35347)

Add even greater realism to your "Easy Eight" with this comprehensive set of 6 U.S. tank crew figures!

★Tank model not included.

TAMIYA

TAMIYA, INC. 3-7 ONDAWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN

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